# Report

OF THE

# Bombay Chamber of Commerce

FOR THE YEAR 1920

*(Established 22nd September 1836.)*

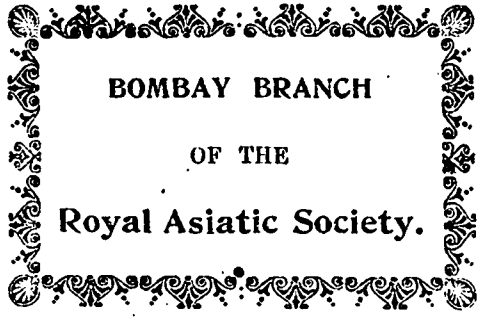
VOLUME II.

CORRESPONDENCE.

00133589

PRINTED AT THE TIMES PRESS.

1921.

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WITH THE COMPLIMENTS OF THE SECRETARY,
BOMBAY CHAMBER OF COMMERCE.

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# Bombay Chamber of Commerce.

## REPORT FOR 1920.

## VOLUME II.

CORRESPONDENCE.

## APPENDICES A—Z.

# APPENDIX A.

## PROVIDENT FUNDS ACT, 1897.

No. F. 526/3761.

THE BOMBAY S. N. Co., LTD.

BOMBAY, 28th October 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—We beg to draw your attention to the fact that many firms in Bombay have now established Provident Funds for the benefit of their employees but these Funds do not enjoy the benefits of the Provident Funds Act, 1897, as Section 6 of the Act limits the extension of the Act to such funds as are established by local authorities such as Municipalities, Local Funds, Port Trusts and Railways only.

We request you therefore to be so good as to bring this to the notice of the Committee with a view to move the Government to amend the Act in this direction.—Yours faithfully,

Per pro KILLICK NIXON & Co.,

L. W. H. YOUNG,

Agents.

No. 87/219 OF 1920.

CHAMBER OF COMMERCE,

BOMBAY, 12th January 1921.

The SECRETARY TO THE GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,

Delhi.

Sir,—I am directed to invite a reference to Section 6 of the Provident Funds Act, 1897, which limits the extension of the Act to such funds as are established by any local authority within the meaning of the Local Authorities Loan Act 1879, only.

2. In the above connection I am to state that many mercantile firms, as well as this Chamber and similar Associations, have established within recent years similar Provident Funds for the benefit of their employees but owing to the provisions of the aforesaid Section, subscribers to such funds do not enjoy the benefits of the Provident Funds Act, 1897.

3. I am accordingly to submit that the position as above described is an anomalous one and to request that Government may be moved to amend the Act in such a manner as to ensure that all subscribers to regularly constituted Provident Funds enjoy the benefits equally with those subscribers to Provident Funds established by Municipalities, Port Trusts, Railways and Government Departments.—I have, etc.,

C. B. SAYER,

Secretary.

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# APPENDIX **B-1.**

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## NINTH CONGRESS OF CHAMBERS OF COMMERCE OF THE BRITISH EMPIRE.

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### RESOLUTIONS ADOPTED.

#### MESSAGE TO H.M. THE KING.

(1) That the Delegates to the Ninth Congress of Chambers of Commerce of the British Empire, now assembled in Toronto, representing Chambers of Commerce and Boards of Trade in the United Kingdom, Australia, Canada, India and Ceylon, New Zealand, South Africa, the West Indies, and British Chambers in foreign countries, desire to convey to His Majesty the King—the Patron of the Congress—their respectful greetings, with the assurance of their deep devotion to his Throne and Person.

War Services.

(2) That this Congress, representing the Chambers of Commerce and Boards of Trade of the British Empire, place on record its heartfelt thankfulness on the termination of the Great War in which the British Empire and its gallant Allies have been engaged in the cause of liberty, right and justice.

This Congress, further expresses its profound gratitude to the officers, men and women in all of His Majesty's Forces on the sea, on the land and in the air, for the unparalleled valour, heroism and devotion to duty displayed by them during the prolonged struggle against the Central Powers, by which the principle of unity in Imperial Defence, so frequently advocated by successive Congresses, has been triumphantly exemplified.

This Congress recognising the unstinted sacrifices in blood and treasure which that struggle has involved upon all portions of the Empire, earnestly trusts that the blessings of a lasting peace may ultimately be realised throughout the world on the sure bases of social goodwill, material prosperity and economic development, in which the share of the British Empire will prove worthy of the best traditions of its glorious past.

Imperial Statistical Bureau.

(3) That this Congress records with satisfaction the action of His Majesty's Government in convening the Imperial Statistical Conference, and desires to express its endorsement of the proposal for the establishment in London of a Central Bureau of Statistics, adequately equipped and staffed, for the purpose of obtaining, collating, examining and publishing statistics which bear upon the conditions and resources of the Empire and the relations of its members with one another and the rest of the world.

Imperial Investigation Board.

(4) That this Congress regrets the apparent exclusion from the Imperial Shipping Committee of representatives of shipping and trading interests of the British Dominions and Dependencies, and calls upon the Imperial Government to afford the necessary

opportunity to the various British Dominions and Dependencies to nominate, through their respective Governments, representatives of their shipping and trading interests consisting of persons with expert knowledge of the problems involved.

DEVELOPMENT OF THE RESOURCES OF THE EMPIRE.

(5) Resolved, that in the work of reconstruction which now occupies the place of first importance among the great tasks confronting the Empire, every Colony develop to the utmost the resources within its boundaries, to the end that the Empire as a whole, and the Colonies individually, may increase home production and be less dependent upon other countries for the commodities which the Empire, through its various Colonies, is well able to provide backed by British capital, developed by British ingenuity, produced by British workmen, and shipped in British bottoms.

Resolved, that a comprehensive summary of the industries, natural resources and advantages of all parts of the Empire, with authoritative reports from time to time upon current conditions and development, should be prepared so as to be available to all who may be desirous to trade with, or to travel through, the sister nations of the seven seas, and that the emigration of British citizens between Great Britain and her Overseas Dominions be facilitated and encouraged, and, if necessary, subsidised, so that British commerce, and British men and women, the great assets of the Empire, may be retained under the Flag, to the end that the Empire may become, so far as possible, self-contained, with special reference to defence and food supply.

Resolved, that the British Imperial Council of Commerce be authorized to take whatever steps may be practicable and possible to assist the development of the resources of the Empire, acting either in its own behalf or by support of, or in co-operation with, any other body or association.

PRODUCTION OF COTTON WITHIN THE EMPIRE.

(6) That this Congress, realising the importance to the Empire of the textile industry and the many trades subsidiary thereto, views with concern the probable inadequacy of future supplies of

raw cotton and urges the Imperial and Colonial Governments to take all possible steps, in close co-operation, to advance and promote the growing of cotton within the Empire.

### Empire Forestry.

(7) That in the opinion of this Congress it is desirable that the United Kingdom and the chief timber consuming portions of the Empire should utilise the timber grown therein to a greater extent than hitherto, and that with this object it is necessary that a commercial survey of the timber available in the Empire should be made by the competent authorities, with a view to the larger utilisation of supplies from this source;

This Congress, therefore, welcomes the movement initiated at the recent British Empire Conference with a view to the development of practical forestry on scientific lines, as there advocated, and particularly the recommendation that each of the Governments of the Empire should take all necessary steps to this end.

### Telegraphic Communication.

(8) Whereas the vital importance of direct cable communication between the United Kingdom and His Majesty's Dominions beyond the sea, and between those Dominions, is an unquestioned and acknowledged fact; and whereas the passing of British telegrams through foreign, and possibly enemy, territory is a source of national danger; be it resolved that this Congress reiterates the opinion as to the urgent necessity of establishing without further delay cable communication between the various parts of the Empire, passing solely through British territory, and recommends that a sufficient subsidy be provided by the participating Dominions, Colonies and Great Britain.

Be it also resolved that with a view to facilitating the development of trade within the Empire, the Canadian Government be hereby urged to confer with the Imperial Government and the Government of the West Indian Colonies regarding (*a*) the procuring of immediate improvement in the cable service between Canada, the British West Indies and British Guiana, and (*b*) the

provision of a commercial wireless system between those countries.

(9) Whereas the present practice of the cable and telegraph companies of omitting from their messages the date thereof causes the recipients uncertainty and inconvenience and is deterrent to business:

Therefore be it resolved that, in the opinion of this Congress all cable and telegraph companies, whether acting as principals or as agents for other companies, should be required to record on all messages, without extra charge, the date of the filing of same by the original sender and the name of the country of origin.

(10) That the whole question of war-time censorship, use of public and private codes, transmitting signatures to all cablegrams, and cable and telegraphic delays, be considered by the British Imperial Council of Commerce with a view to the formulation of a plan of operation which will not tend to create commercial chaos on the outbreak of war.

(11) That this Congress desires to emphasise the urgent necessity of establishing a network of high power wireless stations throughout the Empire and urges the Home and Dominion Governments to take the necessary steps to this end without further delay.

IMPERIAL AIR SERVICES.

(12) That in the opinion of this Congress the movement initiated at the beginning of 1913 by the Imperial Air Fleet Committee for the purpose of promoting the establishment of an Imperial Air Fleet and an all-red route of aeroplanes and airships round the British Empire in the interests of the development of closer relations between the United Kingdom and His Majesty's Dominions beyond the seas, merits the cordial and active support of all British Chambers of Commerce.

That this Congress, therefore, heartily congratulates the Imperial Air Fleet Committee on the success obtained by them under the Presidency of the Rt. Hon. Lord Desborough, K.C.V.O., President of this Congress.

### Commercial Relations between the Mother Country and the Overseas Dominions.

(13) Whereas at various Congresses of Chambers of Commerce of the British Empire strong expressions in favour of some arrangement of preferential trade within the Empire have been embodied in resolutions passed at these Congresses:

Whereas the British Empire has been seriously affected both financially and commercially as a result of the recent European War and it now seems more desirable than ever that some scheme of trade should be devised within the British Empire whereby the financial position, not only of Great Britain but of all the component parts of the British Empire whose financial positions have been weakened by their war efforts, shall be restored as rapidly as possible;

Resolved, that this Congress re-affirms its opinion in favour of preferential trade within the British Empire and pledges itself to press upon the various Governments concerned the desirability of taking action to give effect to this principle.

That, in any consideration of preferential trade, tariffs should be framed in regard to the rates of water freight and other differential conditions, if any, prevailing in exporting countries.

That every effort be made to promote reciprocity with all parts of the British Empire.

### Stabilization of Inter-Empire Exchanges.

(14) That the Home Government be asked to call an Imperial Conference on the stabilization of our inter-Empire exchanges by the co-operation of the Home Government with the Governments of the Dominions and India.

### Imperial Trade Propaganda.

(15) That in the opinion of this Congress it is desirable that, with a view to the encouragement of closer trade relations within the Empire, special efforts should be made with this object by various existing propagandist agencies, and especially by the wider distribution of trade journals throughout the Empire, and that more favourable postal facilities should be accorded by the various Governments to this end.

(16) That a wider publicity and tuition be given in regard to the necessity of manufacturers adapting their wares to the requirements of importing countries.

EMPLOYMENT OF EX-SERVICE MEN.

(17) That having regard to the unexampled sacrifice of the manhood of the United Kingdom, the Dominions and Dependencies in the cause of liberty and right during the Great War, the Chambers of Commerce and Boards of trade be urged to request their members to give a preference in employment to ex-service men in any part of the Empire where they may have been originally domiciled or where they may desire to take up their residence; and that the organisation of Chambers of Commerce and Boards of Trade be utilised as far as possible for this purpose.

BRITISH TRADE WITH VENEZUELA.

(18) That this Congress records its grave disappointment and regret at the long continued indifference of the Imperial Government with regard to the imposition by the Government of Venezuela of the 30 per cent. differential duty upon produce and merchandise imported into the Republic from the British West Indian Colonies, admittedly in violation of existing treaties, and expresses the hope that the opportunity now afforded by the negotiations recently initiated by the Government of Venezuela to improve commercial relations between the Republic and the Empire will be availed of to obtain the abrogation of this serious restriction upon legitimate trade of these Colonies and also some simplification of Customs requirements.

SHIPPING.

(19) That in the opinion of this Congress it is desirable that shipowners and others in the United Kingdom who control shipping and freight rates should be legally required so to conduct their business that other countries are not favoured.

(20) That the time has arrived for a review of the Merchant Shipping legislation of the various parts of the Empire, with a view to the repeal of all existing legislation and the substitution therefor of an Empire Merchant Shipping Act, to apply to all vessels entering or clearing at any Custom House within the Empire.

(21) That the attention of the Imperial and Overseas Dominions Governments be directed to the action of the Swedish, Italian and German shipowners in barring the hearing and enforcement of claims in respect of cargo carried by their vessels in British ports by the Law Courts at such ports, and compelling consignees to sue at certain named ports of the respective nationals, with a view to concerted Empire action being taken to prevent the jurisdiction of the Courts therein being improperly ousted.

(22) That in view of the multiplicity of Saving Clauses inserted in Bills of Lading by all shipping companies, this Congress is of opinion that legislation should be introduced into the British House of Commons and the Parliaments of the various Dominions upon the lines of the Harter Act of the United States of America.

(23) That Bills of Lading be framed on more equitable lines, and in particular that shipowners should not be permitted to exempt themselves from liability for ship's negligence.

(24) That with a view to uniformity of practice, so that past and future legal decisions may be of far reaching value, the various Overseas Dominions that have enacted "Sea Carriage of Goods" Acts or Acts of that nature, be asked to repeal same and enact, in lieu thereof, the United States Harter Act, and that all other parts of the Empire, including the United Kingdom, be invited to place an Act similar to the Harter Act on their Statute Books thus creating within the Empire uniformity of shipowners' responsibility for the receipt, care, custody and delivery of cargo entrusted to them.

(25) That the Congress enters an emphatic protest against the growing custom of issuing Bills of Lading which purport to be, or by uninformed parties may be taken to be actual "freight paid at port of shipment" documents, when as a matter of fact they are not, and that shipowners be requested only to sign Bills of Lading which show freight paid or payable at port of shipment after freight has actually been paid, or alternatively, to eliminate from the documents all reference to a lien for unpaid freight.

(26) Resolved, that the British Merchant Marine should be maintained in its commanding position and that every Colony possessing the facilities to aid in this purpose be encouraged to

maintain shipyards and to contribute all the British bottom, possible, thus retaining for the benefit of the Empire the skilled mechanics who are being sought by other countries and also insuring British Marine supremacy.

(27) That this Congress is of opinion that the question of the establishment of free ports should be studied by the Imperial and Colonial Governments with the view, if the project be approved, that at least one free port should be established at the terminal point of each important system of navigation so as to reach points in the interior by the shortest possible railway route.

(28) That this Congress considers that a legal responsibility should be thrown upon shipping companies issuing Bills of Lading either to notify the consignors in cases where goods have been left behind or to give a receipt for the actual loading on the ship when such has taken place.

(29) That trade between the ports of the British Empire should henceforth be regarded as "coastwise" for the purpose of shipping subject to power being reserved to enter into arrangements of a reciprocal character, and that representations to this effect be made to His Majesty's Government and the Governments of the British Dominions.

ORGANISATION OF THE CONGRESS.

(30) That it is desirable that in each Dominion or other part of the Empire, and in each foreign country where British Chambers of Commerce are formed, such Chambers should in each case be affiliated to an Association of Chambers of Commerce for that Dominion or other part of the Empire or foreign country; and that such an Association of Chambers of Commerce should be formed where not already existing.

(31) That in view of the resumption of the meetings of the Congress of Chambers of Commerce of the Empire, which have been suspended during the War, and of the importance of initiating or otherwise dealing with the questions arising between one Congress and another, it is desirable that all Chambers of Commerce and Boards of Trade throughout the Empire should join the British Imperial Council of Commerce.

INTERNATIONAL CHAMBER OF COMMERCE.

(32) That this Congress takes full cognisance of the important meetings of representatives of commercial and industrial organisations of the Allied Countries held in Paris in June 1920, with the object of concerting joint measures for dealing with the economic situation arising from the Great War, and cordially welcomes the formation of the new International Chamber of Commerce on the lines proposed.

This Congress, therefore, recommends that the British Dominions and India should favourably consider, through their respective Chambers of Commerce and Boards of Trade, the decision of the Directors to admit them to membership of the International Chamber of Commerce as economic units with special representation upon the Council of Administration.

(33) Whereas it is proposed to establish an International Chamber of Commerce in which the Boards of Trade and Chambers of Commerce of Canada are invited to take part:

Therefore be it resolved, after hearing a full presentation of the question by Mr. A. J. Hobson and his seconder of the resolution passed by the Congress, that the Canadian delegates assembled hereby appoint the following members :—Mr. Lloyd Harris, Lieut.-Col. Ponton, the Hon. F. Carrel, Lieut.-Col. Cockshutt, Messrs. H. M. E. Evans, M. F. Christie, and Charles Marriott, as a provisional committee, with power to add to their number, to set up a Canadian organisation if found practicable.

CARGO ON INTERNED ENEMY VESSELS.

(34) That the British Imperial Council of Commerce be requested to take into consideration the desirability of having prepared a manual of the procedure it is, *inter alia*, necessary for commercial consignees to follow on the outbreak of war :—

(*a*) As to obtaining cargo from enemy or neutral tonnage sheltering in neutral ports.

(*b*) The, if possible, standardizing of the rights and liberties of both cargo and ship owners.

(c) The simplification and cheapening of the procedure to be observed by cargo owners in securing delivery at Bill of Lading destination of cargo on board an enemy vessel interned in, say, Fremantle with cargo, for, say, Brisbane; and the like as regards cargo on board a vessel interned at, say, Capetown with cargo for, say, Melbourne.

(d) The necessity of the Prize Courts being given permission to grant to committees of consignees power to arrange to shift interned vessels from port to port within the Empire, so as to cheapen the cost of and facilitate the securing of delivery of cargo at its Bill of Lading destinations.

(e) To provide, if possible, for a requisitioned interned vessel's profit earnings being applied to re-imburse consignees for any costs they may have been put to in securing delivery of their cargo on board the vessel at time of her internment.

### Transmission of Mails.

(35) That the attention of the Imperial and all other Empire Postal Authorities be directed to the necessity for a strict observance of the route endorsed on correspondence, so that many regrettable happenings of the past may not have a chance of recurring, *i.e.*, both originals and duplicates being lost through being sent by the same mail although the containers were endorsed by different routes or carriers

### Development of Canadian Ocean Ports.

(36) That in the opinion of this Congress it is of vital importance to Canada and the British Empire that British Canadian Ports of a national character should be developed and equipped to the highest standard of efficiency, as speedily as possible, and that they should be utilised to the fullest extent in the handling of inward and outward bound British Canadian commerce, so that in peace or war, in summer or winter, they may lend their aid to the upbringing of Canada and to the strengthening of the Imperial arm in this corner of the Empire; and it would recall with particular pride and satisfaction the war achievements of the

Canadian Ocean Ports of the Atlantic and Pacific, especially the former, during the winter months in the earlier stages of the struggle, when the St. Lawrence was closed by ice, and when the neutrality of the United States compelled the utilization of the all-the year-round ports of the maritime provinces for the handling of troops and for the shipment of necessary munitions and supplies to the support of the allied forces on the Western front. And further that the Government of Canada be memorialized to expedite the development of the national ocean ports of the Dominion, so that both Canada and the Empire may share in the benefits arising from such development at the earliest possible date.

(37) That this Congress of Chambers of Commerce of the British Empire heartily approves of the recommendation made to the Imperial Government by the Dominions Royal Commission in their final report, pages 122 and 123, to the effect that a 20-knot steamship service should be established between the United Kingdom and Halifax in the winter, and Quebec in the summer. This Congress is of opinion that, owing to the shorter mileage of the Canadian route, a 20-knot service to Quebec or Halifax would be as fast as the present 25-knot service to New York, which would be to the great advantage of Canadian finances and industries ; that such a steamship service, combined with the shortening of 214 miles in the distance between Quebec and Winnipeg, resulting from the recent construction of the Transcontinental Railway, and followed by the establishment of an 18-knot steamship service in the Pacific Ocean, between Vancouver, New Zealand and Australia, as likewise recommended by the Dominions Royal Commission, would be of great advantage in cementing the patriotic and commercial ties between the different States of the Empire.

(38) That Canadian Atlantic ports have suffered seriously in their shipping trade from the high rates charged against the St. Lawrence seaports on the part of Marine Underwriters, who exact much higher rates of premium than are charged the New York and other United States seaports. The result is that, notwithstanding the enormous sacrifices that the people of Canada have made in building three Transcontinental Railways for the purpose of developing the grain trade of the Prairie Provinces, two-thirds of that grain is now being exported through the Port of New York to

the great detriment of Canadian interests, and also thereby increasing the adverse balance of exchange against Great Britain.

This Congress is of opinion that the Imperial and Canadian Governments should arrange with the underwriters in such a way that the Marine Insurance Rates for Canadian Ports should be the same as for New York, so as to favour Imperial trade

DEVELOPMENTS OF SHIPPING FACILITIES AT CANADIAN OCEAN PORTS.

(39) That the question of winter navigation of the St. Lawrence below Quebec, or the prolongation of the season by two or three months, is, in the opinion of this Congress, of sufficient importance to engage the attention of the Imperial and Canadian Governments. There would seem to be no reason why the season of navigation of that great estuary should be limited to the same period as in the days of sailing vessels, seeing that by the use of powerful steamers and ice-breakers the winter navigation of the Baltic, where conditions similar to those of the St. Lawrence prevail, is now successfully carried on. That even if the season of the St. Lawrence navigation were, by means of the aids suggested only prolonged by two or three months, it would be very important as it would shorten the distance of rail haul of the products of the Canadian North-West by about 600 miles, with the resulting economy in cost of transporation.

CUSTOMS REGULATIONS AND CERTIFICATES OF ORIGIN.

(40) Whereas at the present time shippers of goods from Canada to Australia, India, New Zealand, South Africa, and other British Colonies, are required for Customs purposes to place on invoices an entirely different form of wording for each country, which wording, whilst it does not differ much in substance, does differ considerably in form :

Therefore be it resolved that it is desirable in the interests of the shipping public generally that a universal or standard form of wording be adopted throughout the British Dominions for all invoice purposes requiring a Customs declaration.

This Congress is further of opinion that the best means of achieving this end would be by the holding of a conference of

Customs officials representing all parts of the Empire, and urges that the necessary arrangements be made by the respective Governments at the earliest possible moment.

(41) That in the opinion of this Congress a modified and uniform interpretation of the regulations as to "fair market value of goods at time shipped" should be adopted throughout the Empire.

### Importation of Canadian Cattle.

(42) Whereas the British Government has admitted than Canadian cattle is not suffering from any contagious disease, and whereas an embargo is, nevertheless, still in force on Canadian cattle, which is liable to injure its reputation in foreign markets:

This Congress would respectfully request that if and so long as the British Government wishes to exclude store cattle or other animals, particularly from parts of the Empire outside of Great Britain, such exclusion should be clearly stated to be on grounds of general policy and not on account of disease where none exists.

### Commercial Laws of the Empire.

(43) That this Congress re-affirms the resolution passed at the Business Conference convened by the British Imperial Council of Commerce in June 1916, as to the desirability of codifying an assimilating Commercial Law throughout the Empire as far as possible and that each branch of Commercial Law be separately dealt with.

This Congress is further of opinion that the law in regard to Bills of Lading and Contracts of Affreightment and the enactment of uniform laws in relation to Trade Marks, Designs and Copyright, should receive first consideration, and requests the Executive of the British Imperial Council of Commerce to take measures accordingly.

### Trade Marks, Patents and Designs.

(44) That His Majesty's Government be approached to secure from foreign Governments special regulations in their countries, making obligatory the production of a Certificate of Home Registration before any registration of trade marks is permitted in such foreign country.

That this Congress of Chambers of Commerce of the Empire protests against the practice which prevails in some countries of placing false trade marks and marks of origin upon goods not made in the British Empire.

INFRINGEMENT OF BRITISH HALL MARKS.

(45) Resolved that this Congress of Chambers of Commerce of the Empire strenuously protests against the practice which prevails in some countries of placing British Hall Marks upon (*a*) silver goods not made in the United Kingdom, and (*b*) electro-plated goods.

COMMERCIAL ARBITRATION.

(46) That in the opinion of this Congress the extension of the principle of arbitration as a means of settling commercial disputes is desirable, and that the various Chambers of Commerce and Boards of Trade be urged, through the British Imperial Council of Commerce, to take such steps as may be deemed practicable to secure the early and general adoption of commercial arbitration in business disputes throughout the Empire.

DECIMAL SYSTEM.

(47) Whereas the metric system of weights and measures is already the only system in force in one-third of the world, and is legal, concurrently with other systems, in almost the rest of the world, and,

Whereas the metric system is the most practicable because it is the simplest of all systems of weights and measures ;

This Congress is of opinion that the Home and Dominion Governments should encourage its general adoption in the British Empire by every practicable means.

FIXED DATE FOR EASTER AND CALENDAR REFORM.

(48) That this Congress re-affirms the resolution previously passed, in common with other bodies and associations, in favour of the establishment of a fixed date for Easter and the reform of the Calendar.

PASSPORTS.

(49) That His Majesty's Government be desired to use every possible effort to secure an understanding between the Allied Nations for the removal of the vexations, discomforts and general hindrances to travel attending the prevailing formalities of passport *visa*, recommending that the system of an annual *visa* now obtaining between England and France be generally adopted provisionally, and that travellers holding a passport issued by the British or Dominions Governments and those of the United States and France shall be exempt from emigration enquiries and formalities.

PUBLIC UTILITIES.

(50) Resolved, that in the operation of public utilities throughout the Empire, such utilities, whether operated by the nation or of municipality, should be conducted on a self-supporting basis, and that charges for such service be sufficient to pay the actual cost of the service rendered without having to make up a deficit by taxation and thus adding to the already heavy burdens of taxpayers in all parts of the Empire.

ESTABLISHMENT OF A LEAGUE OF ENGLISH-SPEAKING PEOPLES.

(51) Resolved, that this Congress desires to express itself in favour of the establishment of a League of English-speaking peoples.

# APPENDIX B-2.

## INTERNATIONAL CHAMBER OF COMMERCE.

No. 937-A.C.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON, ROYAL EXCHANGE,

CALCUTTA, 12th November 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

*International Chamber of Commerce.*

Dear Sir,—I am directed to hand you herewith, for information and for such remarks as your Chamber may wish to offer, the

attached copy of a letter No. 3023, dated 11th November, from the Bengal Chamber of Commerce, with its enclosures, in this connection.—Yours faithfully,

H. M. HAYWOOD.

Secretary.

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LETTER No. 3023-1920, DATED 11th November 1920.

From—The Secretary, Bengal Chamber of Commerce.

To—The Secretary, The Associated Chambers of Commerce of India and Ceylon.

I am directed to hand you, for the information of your Association, the attached copies of the marginally-noted papers, with reference to the recently organised International Chamber of Commerce. The members of the Association may wish to consider the proposal that India should participate in this scheme.

Letter, dated 23rd September 1920, from Sir Charles McLeod, forwarding copy of letter of 8th September from the Hon'ble J. G. Jenkins, Director, International Chamber of Commerce.

You may not be aware that last year an International Chamber of Commerce was established in the United States and a Conference was held later in Paris last June to discuss, and if possible to arrange for delegates to be chosen from all British Dependencies.

I have a letter, copy of which I enclose, from the Honourable J. G. Jenkins, who is taking a prominent part in that and he has approached me with a view to secure the interests of the various Chambers of Commerce in India. I am sending you by this mail a dozen copies of the literature and if your Committee think proper to come in I shall see that they are properly represented and I would also like you to address all the other Chambers in India in order that they might have an opportunity of joining along with you if you so decide. India would be entitled to two Directors and these could be nominated from your side and I would endeavour to get them to join.

LETTER, DATED LONDON, 8th September 1920.

From—The Hon'ble J. G. Jenkins.

To—Sir Charles McLeod.

As you are aware, last year, there was a Congress held at Atlantic City in the United States of representatives from Great Britain, France, Belgium, Italy and the United States to discuss general trade matters of an International character. It was then decided to establish an International Chamber of Commerce and an Organising Committee was formed with the result that a meeting was held in Paris in June of this year at which there were about 150 representatives from America, an equal number from France, between 50 and 60 from Great Britain and about 40 from Belgium and the same number from Italy.

A constitution was agreed to for the formation of the International Chamber of Commerce and it was decided to meet in London next year probably in June.

The Constitution provides for a *Vice*-President and three Directors from each of the five original allied countries as mentioned above and also provides for the admission of new countries to be approved by the Board of Directors, each new country with the exception of very small ones to be entitled to two Directors on the Board. It was also carried that India and the British Dominions, *i. e.*, Canada, Australia, South Africa and New Zealand, would each be considered as separate countries and entitled to two Directors.

Each country joining would be expected to pay a sum of £1,000 as an entrance fee and after that Frs. 500 for the different Chambers of Commerce in the country and Frs. 300 for individual members.

Communications have already been sent out to Australia, New Zealand and Canada in reference to the matter, and I am writing this hoping that you will be able to secure the interest of the various Chambers of Commerce in India.

The object is as pointed out in the copy of the Constitution which I left with you to-day to deal with matters of an International character and to promote as far as possible friendly relations between the various countries commercially. Those of us who attended at Atlantic City and Paris are generally impressed with the ability of the various representatives from different countries and the general desire for the national usefulness of the International Chamber.

The present Directors for Great Britain appointed during the recent Conference in Paris were the following—

Albert J. Hobson, *Vice*-President and Director.
Sir Arthur Shirley Benn, Director.
Walter Leaf, Director.
J. G. Jenkins, Director

and as alternative Directors—

A. Barton Kent.
J. E. McCulloch.
Sir Felix Schuster.

If there is any further information I could give you in reference to it, I should be only too pleased furnish it.

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No. 2378/222 OF 1920.

The CHAMBER OF COMMERCE,

BOMBAY, 3rd December 1920.

The SECRETARY,

THE ASSOCIATED CHAMBERS OF COMMERCE

OF INDIA AND CEYLON, ROYAL EXCHANGE,

Calcutta.

Dear Sir,—I am directed to acknowledge receipt of your letter No. 937-A.C., dated the 12th November 1920, and its accompaniment in connection with a proposal that Chambers of Commerce in India should join the recently organized International Chamber of Commerce.

2. In reply I am to state that, while the establishment of an International Chamber of Commerce appears at first sight to merit support, my Committee do not perceive at this juncture how the scheme outlined in the accompaniments to your letter can be productive of any definite and practical results in the direction of advancing India's trade. Furthermore my Committee have in mind the difficulty experienced from time to time of obtaining suitable representatives to attend meetings and conferences held outside this country.

3. Under the above circumstances I am to suggest that the President might introduce the proposal for discussion at the forthcoming Conference of Chambers.—Yours faithfully,

C. B. SAYER,

*Acting* Secretary.

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No. 37-A.C.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON, ROYAL EXCHANGE,

CALCUTTA, 7th January 1921.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—In continuation of my No. 937-A.C., dated 12th November, I am now directed to hand you, for your information, the attached copies of two letters, dated London, 2nd December, from the President of the International Chamber of Commerce.—Yours faithfully,

H. M. HAYWOOD,

Secretary.

THE ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE 1860.
14, QUEEN ANNE'S GATE,
WESTMINISTER, S. W. 1,
2nd December 1920.

The SECRETARY,
THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
Calcutta.

Dear Sir,—As the President of this Association, and more particularly as the *Vice*-President of the International Chamber of Commerce representing Great Britain, it gives me great pleasure to bring to your notice the formation of the International Chamber of Commerce, which took place in Paris in June of this year.

The International Chamber of Commerce has been founded by representatives of the five allied countries of Great Britain, United States, France, Belgium and Italy. It will be a confederation of the main economic forces of the countries included in its membership. All bodies are eligible for membership, whether commercial, financial or industrial organisations, both national and local, and which are representative of the interests they embrace. The purpose of the International Chamber is to facilitate the commercial intercourse of nations, to secure harmony of action on all international questions affecting commerce and industry, to encourage progress and to promote peace.

At the inaugural meeting in Paris, I had pleasure in proposing that; if representation was desired, India and the British Dominions should be treated as separate countries so far as concerned their right to representation on the Board of Directors and at general meetings. I secured agreement to this course, with the result that, in addition to Great Britain, the Indian Empire and the Dominions of Canada, Australia, New Zealand and South Africa can join the International Chamber of Commerce, and can each be represented on the Board of Directors by two Directors.

I have already had great pleasure in taking steps to bring the International Chamber to the notice of industrial, financial and commercial organisations in Canada during a visit to a Congress at Toronto in September, and I have already sent a representative

to bring it to the notice of similar organisations in Australia and New Zealand. I am very anxious that the commercial, industrial, and financial organisations of the Indian Empire should join the International Chamber of Commerce, and so strengthen the representation of the British Empire at future meetings.

I have much pleasure in sending herewith a copy of the Constitution and Articles of the Chamber. From these you will see that it is necessary that in each country there should be formed a National Committee representative of the industrial, financial and commercial interests of the country.

This National Committee will elect two Directors to represent the Indian Empire at the meetings of the International Chamber of Commerce. The Headquarters have at present been fixed in Paris. It is desirable if possible, that these gentlemen should be resident in Europe so that they can give fairly frequent attendances in Paris to Quarterly Meetings. Please note that the appointment of these Directors is entirely independent of the appointment of a Commissioner for the British Empire, as to which I have written you more fully in the letter upon the financial aspect of this question.

I hope that steps will be taken at an early date by the Chambers of Commerce and other organisations in India to form such a National Committee for the Indian Empire. I have had the honour of an interview with the Secretary of State for India, who authorises me to say that the International Chamber of Commerce has his warm support, as it already has had the support of the Secretary of State for the Colonies, who has drawn the attention of the Governors-General of the Dominions of Canada, Australia, New Zealand and South Africa to its formation.

The next Congress of the International Chamber of Commerce will be held in London, probably towards the end of June 1921, and I sincerely hope that all the industrial, financial and commercial organisations of India will by that time have joined the International Chamber, and have formed a National Committee, and that we shall see at that meeting many representatives of the commercial interests of the Indian Empire.—Yours faithfully,

ALBERT J. HOBSON,
President.

THE ASSOCIATION OF BRITISH CHAMBERS OF COMMERCE 1860.

14, QUEEN ANNE'S GATE,
WESTMINISTER, S. W. 1,
2nd December 1920.

The SECRETARY,

THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
Calcutta.

Dear Sir,—As a supplement to my letter of even date in which I drew your special attention to the formation of the International Chamber of Commerce, I beg to inform you with regard to the financial liability of the countries joining the International Chamber of Commerce.

There is an entrance fee for each country. This in the case of the Empire of India and the British Dominions has been fixed at £1,000 each. This entrance fee is non-recurrent and all separate countries joining hereafter will be expected to pay a similar amount.

The 5 allied nations who are founding the International Chamber have agreed to find substantial entrance fees the smallest of which from Italy to Belgium amount to £1,000 and the United Kingdom is finding £2,500 and I hope in view of these substantial subscriptions the entrance fee of £1,000 for the Indian Empire will not be thought excessive.

Then there is the annual subscriptions of the organisation members. These are fixed at 300 francs per annum for the first delegate and 500 francs per annum for each other delegate to which the organisation is entitled. There is also of course the question of a subscription to the National Committee for the Indian Empire to be borne in mind.

In the case of Associate Members joining the International Chamber, their subscriptions will be at the rate of 300 francs per annum.

We have in Great Britain formed a National Committee and we are securing from each organisation member an additional subscription to cover the expenses of the National Committee and Central Organisation. It will be necessary for Great Britain to have permanently sitting in Paris a British representative. In the opinion of the British Directors this representative might well represent, with their consent, not only Great Britain but also India and the Dominions. The British National Committee will need to have financial support towards the payment of the representative's salary, offices, expenses, etc.

It is proposed to have in London a Central Bureau to keep the British representative in Paris informed, and the cost of this representative and the Bureau will not be less than £3,000 per annum, and I, therefore, hope that the National Committees of India and the Dominions will each subscribe not less than £500 per annum to the British National Committee for the purpose of securing joint representation in Paris and of keeping them informed on all matters that arise.

If this course is agreeable to you I shall be glad to hear from you.—Yours faithfully,

ALBERT J. HOBSON,
President.

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# APPENDIX C.

## VISITS OF THE HON'BLE MR. W. M. HAILEY TO BOMBAY.

*Summary of the Proceedings of an informal meeting of the Committee of the Bombay Chamber of Commerce with the Honourable Mr. W. M. Hailey, C.S.I., C.I.E., I.C.S., Finance Member of the Government of India, held on Monday, 12th July 1920, at 3 p.m.*

The Honourable Member, who was accompanied by the Honourable Mr. M. M. S. Gubbay, C.S.I., C.I.E., I.C.S., Secretary to the Government of India, Finance Department, and Mr. H. Denning,

I.C.S., Deputy Controller of Currency, Bombay, read the following statements in reply to the questions put to him by the Chairman.

*Council Bills* :—

"(*a*) The opportunity of working directly towards a 2*s*. gold parity will recur with any renewed demand for Councils. On such renewal, the Secretary of State proposes to be guided by his convenience in the matter, and it will not be incumbent on him to sell Councils for the convenience of trade. This, as regards amounts and times of sales of Council Bills, is in accordance with the Currency Committee's definite recommendation. As regards rates, the Currency Committee, contemplating presumably that by the time a demand for Council Bills revived, the 2*s*. gold parity would have been established, recommended their fixation on the basis of the sterling cost of shipping gold to India. If the demand for Councils occurred before the 2*s*. gold parity had been established, the Secretary of State, in considering at what rates Councils should be sold, would again have to be guided by his own conveniences and also by regard for the ultimate objective of his Currency policy, *i.e.*, the establishment and maintenance of a 2*s*. gold rate.

*Reverse Councils* :—

(*b*) Government do not at present contemplate selling reverses at higher than the 2*s*. basis in the event of exchange rising above that figure."

Mr. Hailey then proceeded to explain that Government did not regard the policy outlined in the communique of the 21st June as in any sense a departure from the recommendations of the Currency Committee and that they proposed to continue the sale of £1,000,000 Reverse Councils weekly at the rates stated in the communique even if the margin between the rates in question and the market rate continued to widen. He further explained that, while Government fully intended to continue to aim at the establishment of a 2*s*. gold rate, they could not expect to attain it yet, having regard to the fact that the embargo upon the movement of precious metals has only recently been raised and he emphasised

the necessity for patience during the transition period. At the same time he stated that he was not prepared to refuse altogether to consider an increase in the amount offered for sale if circumstances appeared to demand this and if their resources allowed.

*Alternative suggestions*:—The Hon'ble Member stated, however, that, while the policy of Government was as above indicated, he was prepared to consider any alternative procedure, to the same end, that might be submitted.

The following suggestions were then put forward:—

(*a*) The sale by competitive tender, the minimum rate only being fixed.

(*b*) The sale of an unlimited amount each week.

In reply, Mr. Hailey stated that as regards (*a*) he could not consider the suggestion as it would involve a departure from the Currency Committee's recommendations.

(*b*), however, might be considered if Government could be provided with a reliable indication as to the amount involved and the extent of the period during which they would be called upon to meet the demand.

*Realisation of Sterling Securities*:—The question of the method of meeting the sterling payments in London involved by the sale of Reverse Councils was discussed and, in that connection, the Honourable Member stated that the balance of Sterling Securities in the Paper Currency Reserve on 31st January 1920 was about 82 crores of rupees and on the 30th June about 37 crores of rupees, 45 crores having been sold to meet payments on account of Reverse Councils. At the end of June, the total amount of the sterling holdings in the Gold Standard and Paper Currency Reserves was about £61 million. In reply to a supplementary question, he stated that the gross Note circulation now stands at about 162 crores of rupees as against 185 crores on the 31st January 1920. The active circulation is now 141 crores as against 159 last year. Arising out of the question of deflation no exact arithmetical relation between these figures, however, could be assumed as so

many other factors, such as the sale of gold, etc., involving temporary increase in Note Circulation, had to be taken into consideration. In reply to a further question by the Chairman, he stated that the question of continuing the gold sales after the 4th August, the last sale of their present programme, was still under consideration.

*Export Trade*:—The question of the export trade of the country and its effect upon Exchange was introduced by the Chairman and the Honourable Member said, in reply to a question, that the embargo upon food stuffs would not be lifted before September unless a considerable drop in prices was experienced as, he explained, Government would take such a drop to indicate that there was a surplus in the country of the commodities in question. He promised, however, to represent to the Department concerned the possibility of the middlemen, enriched by the war, continuing to hold up stocks.

In reviewing briefly the causes underlying the existing slackness in the export trade the Chairman referred, in particular, to the release of more wagons for the carriage of produce from up-country to Bombay and other ports of shipment. In this connection he stated, that, while the measures which Government proposed to take in order to confine, so far as possible, the transport of bunker coal to the sea route were in the right direction, the mere withdrawal of the existing preferential facilities after the 1st September would not meet the case, having regard to the great difference between the market prices in Bombay of rail-borne and sea-borne coal respectively. The Committee were therefore, strongly of opinion that, if the end in view were to be attained, it was absolutely essential that the transport of bunker coal by rail, except between the coal fields and the Kidderpore docks, should be prohibited, with effect from the date mentioned.

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*Summary of the Proceedings of an informal meeting held on the 30th September* 1920.

The Honourable Mr. W. M. Hailey, C.S.I., C.I.E., I.C.S., Finance Member of the Government of India, who was accompanied by the Honourable Mr. M. M. S. Gubbay, C.S.I., C.I.E., I.C.S., Secretary

to the Government of India, Department of Finance, Mr. G. G. Sim, C.I.E., I.C.S., and Mr. C. Rivaz, I.C.S., Officiating Deputy Controller of Currency, met the General Committee and Finance Sub-Committee of the Bombay Chamber of Commerce, on Thursday, the 30th September 1920, for a short discussion on financial and currency questions.

The Chairman, in welcoming the Honourable Member on behalf of the Committee of the Chamber, referred to the fact that it was the third occasion during the term of office of himself and the present Committee upon which the Honourable Mr. Hailey had found time to visit the Chamber and he expressd the Committee's deep appreciation of the opportunities thus afforded them of discussing financial and other matters of which the Honourable Member had charge.

Before proceeding with the discussion, the Chairman stated that he would like to take the opportunity of congratulating the Honourable Member, in the name of the Chamber, upon the successful passing of the many important financial measures introduced during the last session of the Imperial Legislative Council. The Bills to which he desired in particular to refer were the Imperial Bank Bill, the passing of which must have caused considerable gratification to the three weighty Bank Knights who were listening to the proceedings from the Visitor's Gallery, the Bill further to amend the Indian Coinage Act—and it was there that the Honourable Member's frequent visits to Bombay had borne fruit, for it could not be denied that the Bombay commercial community had been given every opportunity of expressing their opinion as to the rate at which the sovereign should be made legal tender—and as to the Bill further to amend the Indian Paper Currency Act 1910.

With reference to the latter measure, the Chairman stated that he understood the Chamber had been addressed by the Finance Department in regard to the provisions of Section 14 of the Act, but as the letter had not yet been received he would, with the approval of the Honourable Member, read out the section in question for the information of the members present and invite an

informal discussion upon a suggestion which had been made in connection with it, and discussed in the Select Committee of which he (the speaker) had been a member.

"SECTION 14.—After Section 19 of the Principal Act (the Indian Paper Currency Act, 1910) the following section shall be inserted, namely :—

19-A. Notwithstanding anything to the contrary in Section 19, the Governor-General in Council may authorise the Controller to issue currency notes to an amount in all not exceeding fifty millions of rupees against bills of exchange which will mature within ninety days from the date of such issue and satisfy such other conditions as the Governor-General in Council may, by general or special order, prescribe. Currency notes so issued shall be in addition to those against which the reserve is held and shall be deemed to have been issued on the credit of such bills and of the revenues of India and shall, when prescribed, be paid from such revenues."

The Chairman then explained that the suggestion to which he had referred was that internal bills should also be taken up in addition to export bills.

In the general discussion which followed, Sir Robert Aitken supported the suggestion upon the grounds that, despite the apprehensions of the Committee on Indian Exchange and Currency, internal bills are as easily identifiable as representing a definite commercial transaction, as export bills, and he, further, pointed out that, the object of the measure being to meet the seasonal demand for additional currency, such demand necessitated an expansion of the note issue before export bills actually came into being.

The Finance Member, in reply, explained that the scheme being admittedly an experimental one, Government were keeping an open mind upon the question pending the receipt of the replies from the Chambers of Commerce consulted in the matter. At the same time he stated that the system was only proposed as an emergency measure and would only come into operation when

the ordinary methods of expansion, in the first instance the sale of Council Bills and, secondly, the importation of gold and silver should prove insufficient to meet the need for money. That being so, he emphasised the necessity for providing some means whereby the use of this expedient should be limited to occasions of real necessity and in that connection he stated that another advantage gained by authorising the tender of *bona-fide* commercial bills against goods under export was that such bills would lead to the automatic retirement of the emergency note issue on their maturity.

In reply to a further question as to whether the bills would be discounted here or merely held as security, the Finance Member stated that they would be discounted by the Imperial Bank and collections made in the usual way.

The question of import bills was also discussed but it was decided to defer further consideration of the whole question until the letter from the Finance Department had been received.

The question of the inequitable distribution of Government balances was then raised by the Chairman, who explained that their present allocation, whereby the balances held in Calcutta are nearly 50 per cent. in excess of those held in Bombay, had recently been the subject of considerable discussion in the financial circles of Bombay.

The Hon'ble Member explained, in reply, that Calcutta serves a very much larger area than Bombay and meets the requirements of Burma, the Punjab and the United Provinces. At the same time, however, he invited an expression of opinion as to whether the opinion of the Chamber was that the allocation should be made in an arithmetical ratio without reference to the needs of the areas concerned and, if so, in what ratio. After discussion, however, it was agreed that no hard and fast rule could be laid down and the Hon'ble Member stated that the whole question would naturally disappear with the institution of the Imperial Bank.

Arising out of the last question, the Chairman referred to another matter in regard to which considerable anxiety had been expressed, namely, whether it was the intention of the Im-

perial Government to take away from Bombay, either through their investment in Treasury Bills or otherwise, the proceeds of the Bombay Development Loan.

The Hon'ble Member at once gave a definite assurance to the effect that the Imperial Government did not propose to take away from Bombay the money raised on account of the loan in question. With regard to the reference to India Treasury Bills, he stated that the money would be at the disposal of the Bombay Government. If that Government desired to operate against it, by handing over a portion at once to the Port Trust or Municipality they could of course do so ; and such sums would then disappear from the head "Public Deposits." If the Bombay Government desired to raise interest on it, they could invest it in Treasury Bills, in which case of course the sums so invested would be at the disposal of the Government of India. The main point was that the Government of India agreed that it would not itself take away or operate against the loan money.

In introducing the question of produce for export, which had formed the subject of a statement by the Hon'ble Member at the last meeting, the Chairman referred to the rumours current that the embargo upon the export of wheat was at last to be raised. The Hon'ble Member stated, however, that the matter was not within his department but he understood that since his departure from Simla a number of exporters of wheat had been summoned from Karachi to Simla and he presumed a definite announcement might be expected shortly.

In conclusion, the Chairman referred to the Indian Income Tax (Amendment) Bill, a matter minor in comparison with those just discussed, but with regard to which he wished to thank the Hon'ble Member for the courteous attention he had shown to the recommendations made by his colleague, the Hon'ble Mr. Murray, and himself on behalf of the commercial community in general. In the same connection, although not directly related to the Bill itself the Chairman referred to the Report of the Royal Commission on Income Tax, 1920, which was issued in May last and asked if the Hon'ble Member was in a position to

state whether the Government of India had under consideration any measures giving effect to the Commission's recommendations concerning double Income tax.

The Hon'ble Member, in reply, stated that he had asked Mr. G. G. Sim, C.I.E., I.C.S., the Officer on special duty in connection with the report, to be present so that he might explain Government's proposals.

Mr. Sim then stated that, under arrangements in force up to the 1st April 1920, the United Kingdom had given relief in the matter of double income tax by remitting, where a particular source of income was liable both to English and Indian Income Tax the income tax levied in India, provided that the total amount remitted would not reduce the net income tax paid to the United Kingdom Government to less than 3*s*. 6*d*. in the pound. That was merely a provisional arrangement and acted very unfairly in individual cases. No relief, for example, had been given to a man whose rate of income tax in the United Kingdom was 3*s* 6*d*. or less. Where the English rate of income tax had been 4*s*. the relief was only 6*d*.; where the English rate of income tax had been 6*s*. the relief was 2*s*. 6*d*. No provision had been made for giving any relief whatsoever regarding the levy of double super tax.

On the recommendations of the Royal Commission on Income-Tax, which had presented its report that year (1920) the Government of the United Kingdom, however, had in Section 27 of the Finance Act, 1920, made provision for dealing with that matter in a different way; income tax and super tax were to be treated as one tax and the Government of the United Kingdom would give relief in respect of double taxation up to one-half of the English rate (Where super tax was concerned up to one-half of the combined rate for income tax and super tax). That was to say, that they would remit the whole of the Indian income tax and super tax if it was half, or less than half, of the English rate and would remit half the English rate in other cases. The comparison was to be of rate with rate and not of amount with amount, since in the two

countries the methods of assessing income are different, and consequently the amount actually assessed from the same source of income might be different in the two countries. The Commission had further recommended that the Dominions and India should, where necessary, give any further relief from double income tax so as to secure that where an income had been taxed in two countries, it should only be liable to the higher rate in whichever country that rate might have been imposed. He added that the Government of the India proposed to introduce legislation for this purpose.

Continuing, he said that the question had been raised whether the Indian super tax on companies would be treated by the English authorities as super tax at all. The Act (Section 27 (7) (*c*)) provided for an allowance in respect of any income tax or super tax chargeable in India "if that tax appears to the Special Commissioners to correspond with the United Kingdom income tax or super tax."

The Indian super tax on companies bore a strong resemblance to the English corporations profits tax, which is not included in the United Kingdom income tax and super tax, but in any case the question whether the English authorities would recognise it as super tax could only be decided by the United Kingdom Commissioners of Inland Revenue.

Mr. Sim then informed the meeting that, pending a decision regarding the action that the Home Government would take for the relief of double income tax, the Government of India had given certain concessions which would now be withdrawn. They had, for example, announced that executive instructions would be issued to assessing officers to treat the excess profits duty paid in England as a working expense when assessing super tax in this country. That concession, however, he said, would not be withdrawn till next year, by which time the legislation for giving relief in India, where necessary, from double income tax would probably be passed.

Another concession had been with regard to the profits of foreign shipping companies. The Act of 1886 exempted the profits of

shipping companies from taxation, but that exemption was removed by the present Act. Pending, however, a decision regarding the double income tax question, it was explained that the Government of India had, by a rule, continued the exemption in the case of companies trading with India whose headquarters are in the United Kingdom or in a Dominion, and income tax and super tax was levied on the profits of those foreign shipping companies only whose headquarters were outside the British Empire, such, for example, as the French and Japanese companies.

It was added that the Government of India proposed to withdraw that concession, also, with effect from the end of the current year.

Another matter regarding super tax where a change of procedure was contemplated, was that relating to the profits derived by non-residents from companies or firms. When the old Super tax Act was passed, Sir William Meyer announced in Council that he would issue executive instructions to assessing officers that, for the purposes of that Act, the direct remittances by a company of dividends to a shareholder residing outside India, or by a firm to a partner residing outside India, would not be treated as an *agency* transaction, that was to say, that the company or the firm would not be required by the assessing officers to deduct super tax, if leviable, before making such remittances. Those instructions had now been withdrawn, although they were in effect rescinded by the passing of the Indian Income-tax Act of 1918, which contained very wide provisions for dealing with "agents" of non-residents. The existing Super tax Act, again, contained no reference to registered firms which previously had been assessed to super tax on undistributed profits. The super tax on the whole of the profits of a registered firm would, in future, be levied from the individual partners according to their shares, and super tax would, therefore, be levied on the share of the profits that goes to the non-resident partners.

The proceedings terminated with a vote of thanks to the Hon'ble Member.

# APPENDIX D-1.

## SEA-BORNE TRADE STATISTICS OF BRITISH INDIA.

No. 7553.

COMMERCIAL INTELLIGENCE DEPARTMENT, INDIA.

CALCUTTA, 9th August 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I have the honour to inform you that the Government of India have recently been considering the revision in certain respects of the sea-borne trade statistics of British India. The three most important questions in this connection are :—

(1) The classification to be followed in the Abstract Tables or Summaries of imports, exports and re-exports ;

(2) the constitution and arrangement of the groups within each main head of the classification decided on under (1) ; and

(3) the revision and amplification of the articles to be separately enumerated in the detailed General Tables.

This letter will deal with the proposals framed under (1) and (2), and a separate communication will follow as regards (3).

2. As regards (1), or the system of classification in the Abstract Tables, Government of India Resolution No. 93-100-17, dated the 8th January 1912, laid down four classes in place of the seven previously in force. These four classes were based on those adopted in the trade accounts of the United Kingdom and were as follows :—

I. Food, Drink and Tobacco.

II. Raw Materials and Produce and Articles mainly unmanufactured.

III. Articles wholly or mainly manufactured.

IV. Miscellaneous and unclassified.

Since the 1st January 1920, the Board of Trade has revised the classification in the United Kingdom trade accounts, and the classes now in use are as follows:—

I. Food, Drink and Tobacco.

II. Raw Materials and Articles mainly unmanufactured.

III. Articles mainly or wholly manufactured.

IV. Animals, not for food.

V. Parcel Post, non-dutiable articles.

The difference between the new Board of Trade classification and the Indian system is thus confined to classes IV and V. The present Indian Class IV.—Miscellanous and unclassified—includes the following items:—

Animals, living.

Coral.

Fodder, bran and pollards (excluding oilcake).

Specimens illustrative of natural science.

Tea, waste.

Articles by post.

It would not be difficult to rearrange these so as to harmonise with the United Kingdom classification. The head comprising living animals may be transferred to a new Indian Class IV corresponding to the United Kingdom Class IV, but, as it is not necessary in India to distinguish between living animals intended for food and those not so intended, it is suggested that the new Indian Class IV should be styled simply "Living animals." The remaining articles in the present Indian Class IV might be distributed as follows:—

| | *Class and Group to which transferred.* |
|---|---|
| Coral .. .. | Class II (Raw Materials, etc.) Miscellaneous. |

| | |
|---|---|
| Fodder, bran and pollards. | Class I (Food, Drink and Tobacco), a new group "Feeding-stuffs for animals, etc." being opened (see proposals under groups later on). |
| Specimens illustrative of natural science. | Class II (Raw Materials, etc.) |
| Tea, waste .. | Miscellaneous. |

This leaves only the head "Articles imported by post," which could form a new Indian Class V corresponding to the United Kingdom Class V. In his letter No. 4486190, dated the 3rd July 1920, the Director of Statistics has already consulted Collectors of Customs as to the adoption of the United Kingdom classification—"Parcel Post, non-dutiable articles"—the idea being that dutiable articles imported by post should be recorded under their proper heads as declared. It has since been suggested, however, that it would be more logical to call the new Indian Class V, "Postal Articles not specified" the proper criterion (assuming that postal articles are to be allocated to their own heads as far as possible) being not whether a postal article is dutiable or non-dutiable, but whether its nature is specified or not.

3. The result is that the proposed new classification for the British Indian sea-borne trade accounts will be as follows:—

I. Food, Drink and Tobacco.

II. Raw Materials and Produce and Articles mainly unmanufactured.

III. Articles wholly or mainly manufactured.

IV. Living Animals.

V. Postal articles not specified.

I am to request that you will be good enough to favour me, of the information of the Government of India, with the opinion of your Chamber as to this proposed classification and as to the suggested distribution of the groups shown in the existing Class IV.

4. As regards the second question, *viz.*, the constitution and arrangement of the groups under each of the above classes, it is convenient to deal first with the general arrangement of the groups apart from any changes in their constitution. In such matters it

has been the practice of the Government of India to follow, as far as possible, the lead of the United Kingdom, and it was for this reason that the present alphabetical arrangement of groups under each class has been adopted for the Indian trade returns since 1912. With the change made in the United Kingdom returns at the beginning of 1920 it appears advisable to make a corresponding change in the returns for India.

5. It has been found most convenient to deal with each class in turn and to show under each (1) the existing Indian groups in their present order, (2) the United Kingdom groups in their new order, and (3) the proposed Indian groups, before discussing the suggested changes.

*Class I.—Food, Drink and Tobacco.*

| Present Indian Groups. | New United Kingdom Groups as in "Import and Export List" from 1st January 1920. | Proposed Indian Groups. |
|---|---|---|
| A. Fish (excluding Canned Fish). | A Grain and Flour . | A. Grain, Pulses and Flour. |
| B. Fruits and Vegetables. | B. Feeding-stuffs for Animals. | B. Feeding-stuffs for Animals including oil-cakes of all kinds. |
| C. Grain, Pulses and Flour. | C. Meat .. .. | C. Fish (excluding Canned Fish). |
| D. Liquors .. | D. Animals, Living, for Food. | D. Fruits and Vegetables. |
| E. Provisions and Oilman's Stores. | E. Other Food and Drink, Non-dutiable. | E. Liquors. |
| F. Spices .. .. | F. Other Food and Drink, Dutiable. | F. Provisions and Oilman's Stores. |
| G. Sugar .. .. | G. Tobacco . .. | G. Spices. |
| H. Tea .. .. | | H. Sugar. |
| I. Other Food and Drink. | | I. Tea. |
| J. Tobacco .. .. | | J. Other Food and Drink. |
| | | K. Tobacco. |

It is proposed to retain groups which are not shown in the United Kingdom accounts, because they are important from the standpoint of Indian trade, and to omit others, such as "C. Meat," which are not considered necessary for India. The only change in the Indian Groups is the addition of Group B. "Feeding-stuffs for Animals" this is necessary both for the sake of uniformity with the United Kingdom accounts and to cover the separate head "Fodder, Bran and Pollards" which should be transferred from Indian class IV as already explained. The present addition of the words "including oilcakes of all kinds" to the name of this new group is suggested because the Indian returns do not at present distinguish between oilcakes for fodder and oilcakes for manuring purposes, both of which are at present shown under Class III—Miscellaneous.

6. In Class II, the present and proposed Indian groups compare as follows with the new United Kingdom groups:—

*Class II.—Raw Materials and Produce and Articles mainly unmanufactured.*

| Present Indian Groups. | New United Kingdom Groups as in "Import and Export List" from 1st January 1920. | Proposed Indian Groups. |
|---|---|---|
| A. Coal, Coke and Patent Fuel. | A. Coal .. .. | A. Coal. |
| B. Gums, Resins and Lac. | B. Other Non-Metallic Mining and Quarry Products and the like. | B. Other Non-Metallic Mining and Quarry Products and the like. |
| C. Hides and Skins, raw. | C. Iron Ore and Scrap. | C. Metallic Ores and Scrap Iron or Steel for re-manufacture. |

| Present Indian Groups. | New United Kingdom Groups as to Export and Imports List from 1st January 1920. | Proposed Indian Groups. |
|---|---|---|
| D. Metallic Ores, and Scrap Iron or Steel for remanufacture. | D. Non-Ferreous Metalliferreous Ores and Scrap. | D. Wood and Timber. |
| E. Oils .. .. | E. Wood and Timber | E. Cotton, Raw and Waste. |
| F. Seeds .. .. | F. Raw Cotton and Cotton Waste. | F. Wool, Raw and Waste. |
| G. Tallow, Stearine and Wax. | G. Wool, Raw and Waste and Woollen Rags. | G. Silk, Raw and Waste. |
| H. Textile Materials. | H. Silk, Raw, Knubs and noils. | H. Jute, Raw and Waste. |
| I Wood and Timber. | I. Other Textile Materials. | I. Other Textile Materials |
| J. Miscellaneous .. | J. Oilseeds, Nuts, Oils, Fats, Resins and Gums. | J. Seeds, including Nuts for Oil. |
| | K. Hides and Skins, undressed. | K. Oils, unrefined. |
| | L. Paper-making Materials. | L. Tallow, Stearine and Wax. |
| | M. Rubber .. .. | M. Gums, Resins and Lac. |
| | N. Miscellaneous Raw Materials articles and mainly unmanufactured. | N. Hides and Skins, raw or undressed. |
| | | O. Paper-making Materials. |
| | | P. Rubber, raw or crude. |
| | | Q. Miscellaneous Raw Materials and Produce and articles mainly unmanufactured. |

Group A has been restricted to Coal as in the United Kingdom accounts; Coke and Patent Fuel being manufactured articles belong properly to Class III, under which they are shown as a separate group in the United Kingdom accounts: they are not, however, important enough in India to be given a group to themselves and it is proposed to record them under Class III, Group W—"Miscellaneous Articles wholly or mainly manufactured."

Group B is new in the Indian accounts, but has been adopted from the United Kingdom accounts to provide for such articles as asbestos and mica which are now shown under the "Miscellaneous Group of Class II. The present Group H.—"Textile Materials—" has been split up into the proposed separate Groups E to I on the analogy of the United Kingdom Groups.

Proposed Group J.—"Seeds, including Nuts for oil" is merely as expansion of the existing Group F so as to make it clear that Copra and Groundnuts are to be shown under it.

The adoption of the proposed Group K.—"Oils, unrefined" would introduce an important change about which a difference of opinion is possible. In 1912, Collectors of Customs, who were consulted as to the feasibility of thus distinguishing between unrefined and refined oils in the Indian trade accounts, were adverse to any such change for various reasons: but it is not strictly logical to record refined mineral oils under a class that professes to deal with unmanufactured articles instead of creating for them a new group under Class III. I would therefore ask you to consider whether there are still practical difficulties in the way of making the distinction. None of the remaining groups in Class II call for particular notice except the two new Groups O and P, which are adopted from the United Kingdom accounts and which appear to be necessary nowadays.

7. The Class III Groups under the same three headings are as follows :—

*Class III.—Articles wholly or mainly manufactured.*

| Present Indian Groups. | New United Kingdom Groups in "Import and Export List" from 1st January 1920. | Proposed Indian Groups. |
|---|---|---|
| A. Apparel .. | A. Coke and Manufactured Fuel. | A. Arms, Ammunition and Military Stores. |
| B. Arms, Ammunition and Military Stores. | B. Earthenware, Glass, Abrasives, etc. | B. Glassware and Earthenware. |
| C. Carriages and Carts, including Cycles and Motor Cars. | C. Iron and Steel and Manufactures thereof. | C. Iron and Steel and Manufactures thereof. |
| D. Chemicals, Drugs and Medicines. | D. Non-Ferreous Metals and Manufactures thereof. | D. Metals other than Iron and Steel, and Manufactures thereof. |
| E. Cutlery, Hardware, Implements (except Machine Tools) and Instruments. | E. Cutlery, Hardware, Implements and Instruments. | E. Cutlery, Hardware, Implements and Instruments. |
| F. Dyes and Colours | F. Electrical Goods and Apparatus. | F. Electrical Goods and Apparatus. |
| G. Furniture, Cabinetware and Manufactures of Wood. | G. Machinery .. | G. Machinery of all kinds including Belting for Machinery. |
| H. Glassware and Earthenware. | H. Manufactures of Wood and Timber. | H. Furniture, Cabinetware and Manufactures of Wood and Timber. |
| I. Hides and Skins (tanned or dressed) and Leather. | I. Cotton Yarns and Manufactures. | I. Cotton Yarns and Manufactures. |

| Present Indian Groups. | New United Kingdom Groups in "Import and Export List" from 1st January 1920. | Proposed Indian Groups. |
|---|---|---|
| J. Machinery of all kinds including Belting for Machinery. | J. Woollen and Worsted Yarns and Manufactures. | J. Woollen Yarns and Manufactures. |
| K. Metals-Iron, Steel and Manufactures thereof. | K. Silk and Silk Manufactures. | K. Silk Yarns and Manufactures. |
| L. Metals-other than Iron and Steel and Manufactures thereof. | L. Manufactures of other Textile Materials. | L. Jute Yarns and Manufactures. |
| M. Paper, Pasteboard, and Stationery. | M. Apparel .. .. | M. Other Yarns and Textile Fabrics. |
| N. Railway Plant and Rolling-Stock. | N. Chemicals, Drugs, Dyes and Colours. | N. Apparel. |
| O. Yarns and Textile Fabrics. | O. Oils, Fats and Resins, Manufactures. | O. Chemicals, Drugs and Medicines. |
| P. Miscellaneous .. | P. Leather, Manufactures thereof. | P. Dyes and Colours. |
| | Q. Paper and Cardboard. | Q. Oils, Refined and Manufactured. |
| | R. Vehicles (including Locomotives, Ships and Aircrafts). | R. Hides and Skins, tanned or dressed and Leather. |
| | S. Rubber Manufactures. | S. Paper, Pasteboard and Stationery. |
| | T. Miscellaneous Articles mainly or wholly manufactured. | T. Vehicles (including Cycles, Motor Cars, Ships, and Aircrafts, but excluding Locomotives, etc., for Railways). |
| | | U. Railway Plant and Rolling-Stock. |
| | | V. Rubber Manufactures. |
| | | W. Miscellaneous Articles wholly or mainly manufactured. |

The additions and changes in proposed Groups I to M, Q and V are consequent upon the similar changes and additions in Groups E to I, K and P in Class II. Group F, "Electrical Goods and Apparatus," is new, but is perhaps sufficiently important now from a commercial point of view to justify its separation from Group E in which it is at present included. The title of Group T—"Vehicles, including Cycles, etc.," bas been altered (compare present Group C) to accord more closely with the new United Kingdom Group R, "Locomotives, etc., for Railways" being excluded as the Indian trade accounts have always shown "Railway Plant and Rolling Stock" separately.

8. Under Class IV—Living Animals—it is proposed to show the following groups :—

A.—Horses.
B.—Cattle.
C.—Sheep and Goats.
D.—Other Living Animals.

9. In Class V, the group is co-extensive with the Class and no further remarks are necessary.

10. This completes the proposals put forward as regards the constitution and arrangement of the groups under the five new classes, and I am to request that the views of your Chamber on the proposals may kindly be communicated as early as possible. It is intended that any changes eventually decided on should be introduced with effect from the 1st January 1921. As already stated, a further communication will follow shortly regarding the articles to be enumerated separately in the General Tables.—I have, etc.,

H. V. TOWNSEND,
Offg. Director-General.

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No. 1611/36 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 1st September 1920.

The OFFG. DIRECTOR-GENERAL of COMMERCIAL INTELLIGENCE,
1, COUNCIL HOUSE STREET,
Calcutta.

Sir,—I am directed to ackowledge receipt of your letter, No. 7553, dated the 9th August 1920, in connection with a proposal

to revise, in certain respects, the sea-borne trade statistics of British India and in particular, with two of the most important of the questions arising in the same connection, namely :—

(1) The classification to be followed in the abstract Tables or Summaries of imports, export and re-exports ;

(2) The constitution and arrangement of the groups within each main head of the classification decided on under (1).

2. In reply I am to state that my Committee approve the proposals generally, both in regard to the proposed new classification and also as to the reconstitution and rearrangement of the groups under each of the five classes in question. I am to add, however, that in connection with the adoption of the proposed group K—Oils unrefined—in Class II my Committee are of the opinion that all petroleum products imported into India would be more correctly classified under the head of articles wholly or mainly manufactured. They would, therefore recommend, as a small alteration, the omission of the group K—Oils, unrefined.—

I have, etc.,

C. B. SAYER,

Acting Secretary.

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No. 8328.

COMMERCIAL INTELLIGENCE DEPARTMENT, INDIA.

CALCUTTA, 17th September 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—I beg to acknowledge with thanks the receipt of your letter No. 1611/36 of 1920, dated 1st September 1920, regarding the proposed revision of the sea-borne trade accounts of British India.—Yours faithfully,

M. SEN,

*for* Director-General.

# APPENDIX D-2.

## STATISTICS OF DESPATCHES OF PIECE-GOODS AND YARNS UP-COUNTRY BY RAIL.

No. 3738-50.

DEPARTMENT OF STATISTICS, INDIA.
CALCUTTA, the 4th June 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I have the honour to enclose copy of a letter No. 111, dated the 9th January 1920, from the Collector of Customs, Bombay, regarding discrepancies in the figures of cotton piece-goods of foreign and Indian origin imported into and exported from the Bombay Presidency by rail and sea during the five years ended 1917-18. The various railway audit offices were addressed by this Department to verify the correctness of figures supplied by them and to suggest any reasons for the anomalies brought to notice, namely (1) that very much larger quantities of imported piece-goods left Bombay than were brought into the port, and (2) that exports of locally manufactured piece-goods were very much smaller than one would naturally expect. The obvious inference that can be drawn from these statistics is that a very large portion of the piece-goods recorded in the rail-borne trade returns as "Foreign" was actually piece-goods of Indian manufacture.

2. The replies received from the Auditors of Railways show that the anomalies are probably due to two main reasons, *viz.*, (1) wrong declaration of goods by the consignors, and (2) wrong classification by the station staff. It is necessary to impress on the mercantile community the necessity for the greatest care being taken in correctly declaring contents of bales or boxes tendered for despatch by rail or steamer, and I should be very obliged if you would be so good as to take suitable steps and

issue a circular letter to all mills, merchants, and consignors of goods to describe correctly the goods despatched by rail or steamer with details for example, whether they are of foreign or of Indian origin and to avoid the use of abbreviations as far as possible in their consignment notes.—I have, etc.,

D. N. GHOSH,

Offg. Director of Statistics.

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*Copy of D. O. S. R. No.* 111, *dated the 9th January* 1920, *from the Collector of Customs, Bombay, to the Under Secretary to the Government of India, Department of Commerce and Industry, Delhi.*

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At the instance of the Bombay Government, I recently had occasion to take out some figures regarding the distribution of imported articles, and for this purpose I had recourse among other publications to the Road and Rail-Borne Returns published by the Department of Statistics. The results obtained in respect of imported piece-goods were so paradoxical that I came to the conclusion that the figures given in these Returns must be the subject of some systematic error which prevented them from even approaching anything like accuracy. I enclose two statements which I have had prepared the first of which suggests that very much larger quantities of imported piece-goods leave Bombay than are ever brought into port and that, on the other hand, the exports of locally manufactured piece-goods are very much smaller than one would naturally expect. If, however, the figures for Indian and imported piece-goods are combined, as I have done in the second statement, the results appear to be reasonable. The inference, therefore, is that a very large portion of the piece-goods recorded in the rail-borne statistics as foreign produce are actually piece-goods of local manufacture. I have not been able to find any reason for this and I would suggest that the Director of Statistics might be asked to enquire into the the matter. In any case I have thought it as well to bring it to your notice lest Government should at any time base erroneous conclusions on the figures as they stand.

| Cotton Piece-goods. | Indian produce. | | | | | Foreign merchandise. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1913-14. | 1914-15. | 1915-16. | 1916-17. | 1917-18. | 1913-14. | 1914-15. | 1915-16. | 1916-17. | 1917-18 |
| | Cwts. (lakhs). | Cwts. (lakhs). | Cwts. (lakhs). | Cwts. (lakhs). | Cwts. (lakhs). | Cwts. (lakhs). | Cwts. (lakhs). | Cwts. (lakhs). | Cwts. (lakhs). | Cwts. (lakhs). |
| Local Production .. | 12·20 | 11·78 | 16·26 | 16·92 | 18·71 | .. | .. | .. | .. | .. |
| Imports by rail .. | 1·31 | 1·16 | 1·36 | 3·72 | 2·57 | ·04 | ·02 | ·06 | ·25 | ·53 |
| Do. by sea from foreign ports | .. | .. | .. | .. | .. | 14·69 | 10·23 | 7·28 | 8·70 | 7·11 |
| Do. by sea from coast ports | ·03 | ·2 | ·05 | ·08 | ·08 | ·01 | ·01 | ·06 | ·30 | ·18 |
| Total .. | 13·54 | 12·96 | 17·67 | 20·72 | 21·36 | 14·74 | 10·26 | 7·40 | 9·25 | 7·82 |
| Exports by rail .. | ·66 | 1·23 | 1·72 | 1·99 | 2·25 | 15·29 | 13·45 | 15·23 | 14·60 | 15·31 |
| Do. by sea to foreign ports | 1·37 | 1·01 | 1·88 | 5·21 | 3·56 | ·98 | ·55 | ·62 | 1·55 | 1·30 |
| Do. by sea to coast ports | 4·61 | 4·57 | 4·95 | 3·82 | 3·60 | 1·68 | 1·42 | 1·27 | 1·31 | 1·16 |
| Total .. | 6·64 | 6·81 | 8·55 | 11·02 | 9·41 | 17·95 | 15·42 | 17·12 | 17·46 | 17·77 |
| Retained in Bombay for consumption .. | + 6·90 | + 6·15 | + 9·12 | + 9·70 | + 11·95 | − 3·21 | —5·16 | —9·72 | —8·21 | —9·95 |

II

| Cotton piece goods. | 1913-14. | 1914-15. | 1915-16. | 1916-17. | 1917-18. |
|---|---|---|---|---|---|
| | Cwt. (lakhs). | Cwt. (lakhs). | Cwt. (lakhs). | Cwt. (lakhs). | Cwt. (lakhs). |
| Imports and production— | | | | | |
| Indian .. | 13·54 | 12·96 | 17·67 | 20·72 | 21·36 |
| Foreign .. | 14·74 | 10·26 | 7·40 | 9·25 | 7·82 |
| Total .. | 28·28 | 23·22 | 25·07 | 29·97 | 29·18 |
| Exports by all routes— | | | | | |
| Indian .. | 6·64 | 6·81 | 8·55 | 11·02 | 9·41 |
| Foreign .. | 17·95 | 15·42 | 17·12 | 17·46 | 17·77 |
| Total .. | 24·59 | 22·23 | 25·67 | 28·48 | 27·18 |
| Retained for local consumption in Bombay .. | 3·69 | + 99 | —·60 | + 1·49 | 2·00 |

No. 1209/24 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 25th June 1920.

The OFFG. DIRECTOR OF STATISTICS,

Calcutta.

Sir,—I have the honour to acknowledge receipt of your letter No. 3738/50 of the 4th instant, regarding certain discrepancies brought to notice by the Collector of Customs, Bombay, in connection with the figures of cotton piece-goods of Foreign and Indian origin imported into and exported from the Bombay Presidency by rail and sea during the five years ended 1917-18.

2. In this connection I am to mention that the attention of the G. I. P. Railway was drawn in August 1918 to certain discrepancies in the figures supplied to this Chamber by that Railway and, as a result of the Chamber's representations in the matter, a vast improvement in the accuracy of the figures supplied has been noticed since. It may be noted that the latest figures, criticised by the Collector of Customs, Bombay, in his letter

No. S. R. 111 of the 9th January 1920, to the Under Secretary to the Government of India, Department of Commerce and Industry, Delhi, are those for the year 1917-18, *i.e.*, previous to the Chamber's taking up the matter with the G. I. P. Railway. The figures for 1918-19 published by your Department bear out the above contention.

3. I am, however, taking the matter up again with the Railways concerned and am also requesting all mills, importers and others who despatch goods up-country to take greater care, and to discontinue the use of abbreviations, in the declaration of contents of packages in their consignment notes.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 1204/24 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 26th June 1920.

ALL PIECE GOODS IMPORTING FIRMS (INDIVIDUALLY).

Dear Sirs,—The attention of my Committee has been drawn to the fact that the Monthly Returns supplied to the Chamber by the G. I. P. and B. B. & C. I. Railways showing the movements of Piece-goods by rail from Bombay to up-country stations do not always represent the actual despatches. Enquiries have been made in the matter and it has been ascertained that one of the prime causes of the discrepancies in the figures is the fact that, in filling in railway consignment notes, the clerks responsible do not always declare the contents of the packages correctly and in many instances use abbreviations such as "C.C." Piece-goods and "E.C." Piece-goods to represent respectively "Country Cotton Piece-goods" and "European Cotton Piece-goods."

2. I am desired to ask you to be so good as to assist the Chamber in arriving at accurate figures by insisting that your clerks do not use any abbreviations in declaring the contents of packages in consignment notes and that the consignment notes show clearly whether the piece-goods and yarns despatched up country are "Country", "European" or "Japanese".—Yours faithfully,

C. B. SAYER,
Acting Secretary.

No. 1200/24 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 24th June 1920.

The GOODS SUPERINTENDENT,

G. I. P. RAILWAY,

Wadi Bunder,

Bombay.

Dear Sir,—I am directed to refer to your D/O letter No. T. 8/221 of the 16th August 1918, and to Mr. Gregor Pearse's D/O reply No. 745/24 of the 22nd idem, and in connection therewith to enquire whether the Railway Authorities insist on consignors clearly showing in their consignment notes, and the booking clerks in their invoices, that the piece-goods and yarns being despatched from Bombay by rail are European, Japanese, or Indian and that no abbreviations are used in the declaration of contents of packages.

I am led to make this enquiry as the accuracy of the Chamber's Statistical Returns has again been questioned and I am making another effort to ensure that the information supplied is as correct as possible.

I am also addressing the other railways concerned in the matter as well as the local mills, importers and others who despatch piece-goods and yarns from Bombay.—Yours faithfully,

C. B. SAYER,

Acting Secretary.

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No. 1099/24 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 24th June 1920.

The MANAGER, BOMBAY PORT TRUST RAILWAY,

Bombay.

Dear Sir,—The attention of my Committee has been drawn to the fact that the Monthly Returns supplied to the Chamber by the Audit Departments of the G. I. P. and B. B. & C. I. Railways, showing the movements of piece-goods by rail from Bombay to up-country stations do not correctly represent the actual despatches,

as the quantity of English and Foreign piece-goods shown as having been sent up-country by rail during any given period has been found to be, in nearly every case, in excess of the quantity imported into the port during the same period ; whereas the despatches of Indian piece-goods, as shown in the returns, are much less than the quantity that is known to have been sent up-country. I understand that statements showing the quantity of all piece-goods despatched from Bombay stations on the Port Trust Railway to stations up-country are sent weekly to the G. I. P. and B. B. & C. I. Railways and are included in the Returns submitted by those Railways to the Chamber.

2. I have not been able to ascertain definitely how the errors have crept in but it has been suggested that the fault might lie with the booking clerks who probably have not in all cases entered the correct classification of the goods in the Invoices. For instance the abbreviation " C. C. Piece-goods " is frequently used, I understand, in consignment notes to indicate Country Cotton Piece-goods, while in the Invoices the classification might be shown as " E. C. Piece-goods," which means European Cotton Piece Goods, and hence when abstracts of the Invoices are being made by the Audit Department for purposes of the Chamber's Returns, the goods are classified under the wrong heading.

I shall be obliged, therefore, if you will kindly cause early enquiries to be made into this matter as the returns in their present incorrect form are worthless for statistical purposes.

In this connection I would also suggest that booking clerks should be instructed to insist on the discontinuance of the use of abbreviations in consignment notes and invoices both as regards piece-goods as well as yarns.

I might add that I am also addressing the other Railways concerned in the matter and am arranging for a circular letter to be sent to all Mills and others despatching piece-goods and yarns from Bombay requesting them to take great care in the declaration of contents of packages and to discontinue the use of abbreviations in their consignment notes.—I am, etc.,

C. B. SAYER,
Acting Secretary.

No. 1098/24 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 24th June 1920.

The GENERAL TRAFFIC MANAGER,
B. B. & C. I RAILWAY,
Bombay.

Dear Sir,—The attention of my Committee has been drawn to the fact that the Monthly Returns supplied to the Chamber by the Audit Department of your Railway showing the movements of piece-goods by rail from Bombay to up-country stations do not correctly represent the actual despatches, as the quantity of English and Foreign piece-goods shown as having been sent up-country by rail during any given period has been found to be in nearly every case in excess of the quantity imported into the port during the same period; whereas the despatches of Indian piece-goods as shown in the returns are much less than the quantity that is shown to have been sent up-country.

2. I have not been able to ascertain definitely how the errors have crept in but it has been suggested that the fault might lie with the booking clerks who probably have not in all cases entered the correct classification of the goods in the Invoices. For instance, the abbreviation "C. C. Piece-goods" is frequently used, I understand, in consignment notes to indicate Country Cotton Piece-goods, while in the Invoices the classification might be shewn as "E. C. Piece-goods," which means European Cotton Piece-goods, and hence when abstracts of the Invoices are being made by the Audit Department for purposes of the Chamber's Returns, the goods are classified under the wrong heading.

3. I shall be obliged, therefore, if you will kindly cause early enquiries to be made into this matter as the returns in their present incorrect form are worthless for statistical purposes.

4. In this connection I would also suggest that booking clerks should be instructed to insist on the discontinuance of the use of abbreviations in consignment notes and invoices both as regards piece-goods as well as yarns.

5. I might add that I am also addressing the other Railways concerned in the matter and am arranging for a circular letter to

be sent to all Mills and others despatching piece-goods and yarns from Bombay requesting them to take great care in the declaration of contents of packages and to discontinue the use of abbreviations in their consignment notes.—I am, etc.,

C. B. SAYER,
Acting Secretary.

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No. 1208/24 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 25th June 1920.

The SECRETARY, MILLOWNERS' ASSOCIATION,
Bombay.

Dear Sir,—The attention of my Committee has been drawn to the fact that the Monthly Returns supplied to the Chamber by the G. I. P. and B. B. & C. I. Railways showing the movements of piece-goods by rail from Bombay to up-country stations do not always represent the actual despatches. Enquiries have been made in the matter and it has been ascertained that one of the prime causes of the discrepancies in the figures is the fact that in filling in railway consignment notes the clerks responsible do not always declare the contents of the packages correctly and in many instances use abbreviations such as "C. C." Piece-goods and "E. C." Piece-goods to represent respectively "Country Cotton Piece-goods" and "European Cotton Piece-goods."

2. I am desired to ask you to be so good as to assist the Chamber in the matter by circularising all your members and requesting them to see that their consignment notes clearly show whether the piece-goods and yarns despatched up-country are "Country," "European" or "Japanese" and that no abbreviations are used in declaring the contents of packages.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

Similar letter to:
Bombay Native Piece-goods
Merchants' Association.

# APPENDIX E-1.

## EXCHANGE OF SOVEREIGNS AT Rs. 15 A SOVEREIGN AT ADEN.

TELEGRAM, dated Aden 29th June 1920.

From—Secretary, Chamber of Commerce, Aden.

To—Secretary, Chamber of Commerce, Bombay.

General Meeting, Aden Chamber of Commerce, held yesterday, requests the attention of Government of India to great hardship and loss which is being inflicted on Indian mercantile community, Aden, by action of Controller of Currency, Bombay, through Aden Treasury, in refusing to give holders of sovereigns in Aden opportunity of exchanging these coins at rupees fifteen to the sovereign as is being done in India. This meeting requests that regulations similar to those in force in India be made to apply to Aden also *viz.*, that Aden Treasury should be instructed to exchange sovereigns at rupees fifteen up to twenty-one days after receipt of reply to this telegram so as to give holders of sovereigns in Aden opportunity of having them exchanged at that rate.

TELEGRAM, dated Aden, 29th June 1920.

From—Secretary, Chamber of Commerce, Aden.

To—Secretary, Chamber of Commerce, Bombay.

Referring separate telegram shall much appreciate any assistance your side.

No. 1242/38 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 1st July 1920.

The CHIEF SECRETARY TO THE GOVERNMENT OF BOMBAY,

FINANCIAL DEPARTMENT,

Bombay.

Sir,—I am directed to inform you that my Committee are in receipt of a copy of a telegram which has been addressed to the

Government of Bombay as the result of a General Meeting of the Aden Chamber of Commerce, held on June 29th, 1920, in regard to the terms of the Communique of the Government of India, dated the 21st ultimo, and their application in the case of Aden.

2. In the above connection my Committee presume that the action of the Controller of Currency, Bombay, in refusing to allow holders of sovereigns in Aden the opportunity of exchanging them at the Aden Treasury for rupees at the rate in force until the 12th July 1920, is based upon the provisions of the Communique above referred to, which provides that such exchange can only be effected at an office of a circle of issue established under Section 5 of the Paper Currency Act, 1910, which office, in the case of this Presidency, is that of the Controller of Currency, Bombay.

3. Unless, therefore, there is a further reason, of which my Committee are not aware, for the procedure against which the protest from the Aden Chamber is lodged my Committee desire strongly to support the request that, having regard to the geographical situation of Aden, the terms of the Communique should be so modified as to permit holders of sovereigns in Aden to enjoy the same facilities for their exchange into rupees at the rate of rupees fifteen to the sovereign as is provided in the case of other inhabitants of India, the days of grace to commence from the date upon which such amendment becomes effective. —I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 1243/38 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 1st July 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Aden.

Dear Sir,—I am directed to acknowledge receipt of your two telegrams, dated the 29th June 1920, upon the subject of the application to Aden of the terms of the recent Communique issued by the Government of India in regard to the exchange of sovereigns into rupees.

2. In reply I am to state that my Committee have addressed the Government of Bombay in support of your representation and to enclose for your information a copy of the letter in question.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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CHAMBER OF COMMERCE,
ADEN, 13th July 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—In reply to your letter of the 1st instant, with copy of your letter to Government, I am directed to express the hearty thanks of this Chamber for your trouble in this matter. We have as yet had no reply to our telegram, but Government have notified the Political Resident that the moratorium was not granted to Aden, as smuggling was suspected. This we are investigating with a view to any further action that may be necessary.—Yours faithfully,

A. E. ADAMS,
Honorary Secretary.

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No. H. MISC. 2491.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 8th July 1920.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

Sir,—With reference to the letter No. 1242/38, dated 1st July 1920, from your Chamber, I am directed to forward, for information, a copy of letter No. H. Misc. 2515, dated 8th July 1920, addressed to the Chamber of Commerce, Aden, in reply to its telegram, dated 29th June 1920.—I have, etc.,

A. H. DRACUP,
*for* Deputy Secretary to Government.

No. H. Misc. 2515.

Financial Department,
Bombay Castle, 8th July 1920.

The Chairman, Chamber of Commerce,
Aden.

Sir,—In reply to the telegram, dated 29th June 1920, from your Chamber, I am directed to inform you that the Government of India have stated that the action taken in regard to receipt of sovereigns at the Aden Treasury was necessitated by heavy tenders of sovereigns apparently smuggled into Aden across land frontier. The recent Gold Ordinance (No. III of 1920) provides for receipt of sovereigns during moratorium at Currency Offices only, and the action taken in regard to Aden is identical with that taken in places in India where smuggling has been carried on, *e.g.*, the whole of the Madras Presidency and Burma. The public have had warning for four months of the alteration in the legal tender value of sovereigns and figures of the receipts at the Aden Treasury show that full opportunity has been taken during the interval of obtaining old value for holdings. As the proposal for further receipt of sovereigns at Aden at old ratio involves unjustifiable loss on Indian revenues the Government of India regret that they are unable to sanction it.—I have, etc.,

A. H. DRACUP,
*for* Under Secretary to Government.

## APPENDIX **E-2.**

## HOURS OF BUSINESS OF EXCHANGE MARKET.

Hongkong and Shanghai Banking Corporation,
Bombay, July 3rd, 1920.

The Secretary, Chamber of Commerce.

Dear Sir,—I shall be obliged if you will circulate the accompanying letter for the views of the Committee.—Yours faithfully,

C. H. WILSON.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,

BOMBAY, 3rd July 1920.

C. H. WILSON, ESQ., C.I.E.,
HONGKONG AND SHANGHAI BANKING CORPORATION,

Bombay.

Dear Sir,—With reference to the proposal to close the Exchange Market at 4 p.m. on Mondays, Tuesdays, Thursdays and Fridays, you will observe from the enclosed papers that most of the Banks are agreeable. Before taking any step it is considered advisable to ascertain the opinion of the merchant and I have been asked to request you to bring up this matter before the Committee of the Chamber of Commerce.

I shall be much obliged if you will do the needful.—Yours faithfully,

ARTHUR SCOTT,
Chairman,
Associated Exchange Banks.

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No. 1387/80 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 23rd July 1920.

C. H. WILSON, Esq., C.I.E.,
Bombay.

Dear Sir,—I am directed to acknowledge receipt of your letter, dated the 3rd July 1920, and its accompaniment, with reference to the proposal to close the Exchange Market at 4 p.m on Mondays, Tuesdays, Thursdays and Fridays.

2. In reply I am to state that the views of the members of the Chamber have been requested in regard to the proposal and that as there is a considerable consensus of opinion against the same my Committee regret that they cannot see their way to accord it their support.

3. I return the accompaniment to your letter herewith.—Yours faithfully.

C. B. SAYER,
Acting Secretary,

# APPENDIX E-3.

## PAPER CURRENCY ACT.

No. 2577-F.

GOVERNMENT OF INDIA.
FINANCE DEPARTMENT,
SIMLA, the 27th September 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to refer to section 14 of the Indian Paper Currency Act, 1920. In it provision is made for the issue of currency notes to an amount not exceeding Rupees 5 crores against bills of exchange which will mature within 90 days from the date of such issue and which satisfy such other conditions as the Governor-General in Council may by general or special order prescribe. It now becomes necessary to consider the regulations which should be prescribed by the Governor-General in Council in respect of this matter, and the Government of India would be glad to receive from your Chamber such suggestions as they may wish to put forward, both generally, and more particularly with reference to the specific points discussed in the succeeding paragraphs.

2. The first question which arises is the class of commercial bills of exchange which should be accepted for the purposes of the issue of notes. I am in this connection to refer to the provisions of the Federal Reserve Act which limit the discount by a Federal Reserve Bank. Such discount is limited to "notes, drafts and bills of exchange arising out of actual commercial transactions, *i.e.*, notes, drafts and bills of exchange issued or drawn for agricultural, industrial, or commercial purposes, or the proceeds of which have been used, or are to be used, for such purposes, the Federal Reserve Board to have the right to determine or define the character of the paper thus eligible for discount, within the

meaning of this Act. Nothing in this Act, contained shall be construed to prohibit such notes, drafts, and bills of exchange, secured by staple agricultural products, or other goods, wares, or merchandise from being eligible for such discount; but such definition shall not include notes, drafts, or bills covering merely investments or issued or drawn for the purpose of carrying or trading in stocks, bonds, or other investment securities, except bonds and notes of the Government of the United States. Notes, drafts and bills admitted to discount under the terms of this paragraph must have a maturity at the time of discount of not more than 90 days, exclusive of days of grace."

Further explanation of the provision of the Federal Reserves Act in this connection will be found in Appendix XXXII to the Currency Committee's Report.

3. The Currency Committee recommended that in the first instance the bills of exchange which should be accepted for the purposes just mentioned should be limited to *bona fide* commercial bills against goods under export, and before arriving at a final decision in the matter the Government of India would be glad to receive the views of your Chamber as to the acceptability of this limitation. If your Chamber should desire to see an extension of the bills of exchange so as to include internal bills, I am to enquire whether it would be feasible to distinguish between internal bills, which may be created for the purposes of finance or against goods held for speculative transactions and bills of exchange representing a definite commercial transaction.

4. In this connection it has been suggested to the Government of India that import bills might be accepted as cover for the special expansion of currency. These bills are usually documentary bills and it will be comparatively easy definitely to connect them with goods, for the merchandise against which they are drawn is usually deposited in Port Trust or other warehouses until the bills are paid off: and as considerable quantities of these bills are usually carried by the Banks, there will always be a supply available for a discount, and, further, inasmuch as these bills are drawn in rupees, there will be no difficulty, such as might arise in connection with bills of exchange drawn against goods under export which are

expressed in sterling, regarding the custody of the bills. I am to solicit the views of your Chamber on this point.

5. I am also to refer to the suggestion in paragraph 80 of the report of the Indian Exchange and Currency Committee, to the effect that advances to the Imperial Bank in connection with these seasonal issues of currency should not be less than 8 per cent. per annum. The object of imposing so high an interest charge for this accommodation is that it is necessary to restrict the operation of this particular provision to cases of proved and actual stringency. It has always been recognized in other countries where some such similar system of expanding the currency for seasonal purposes is in vogue that a tax may legitimately be imposed on the bank of issue which is invested statutorily with authority to make such additional seasonal issues, and no doubt the Committee were influenced, in making this suggestion, by the past practice of the Secretary of State in Council to charge a higher rate of $\frac{1}{16}$ *d.* for his Council bills when the Bank rate in India exceeded 8 per cent. The Government of India, however, would be prepared to take into consideration any suggestions which your Chamber may wish to make with reference to this particular point, though I am to explain that the regulations which they propose to issue under section 14 of the Paper Currency Act will necessarily not make provision for this point. The question of the charge to be made to the Imperial Bank for loans such as are contemplated in paragraph 6 below will necessarily be a matter for negotiation according to the circumstances of the moment.

6. I am also to explain generally the procedure which the Government of India contemplate will probably be adopted in respect of the operation of these provisions of the Act. In the event of a demand arising for additional currency, the probable course would be for the Government of India to make a loan to the Imperial Bank from Currency, such loan to be covered by these commercial bills of exchange. The bills of exchange would then necessarily be endorsed by the Imperial Bank to the Controller of Currency but would remain in the custody of the Bank, to be held as securities on behalf of the Paper Currency Department and it is probable that the regulations in this respect will need to provide accordingly. I am to enquire whether your

Chamber sees any objection to this procedure, and if so, what alternative procedure would in their opinion be more suitable.—I have, etc.,

H. DENNING,
*for* Secretary to the Government of India.

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No. 2446/172 OF 1920.

CHAMBER OF COMMERCE,
BOMBAY, 9th December 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
Simla.

Sir,—I am directed to acknowlege receipt of your letter No. 2577-F, dated the 27th September 1920, with reference to the provisions of Section 14 of the Indian Paper Currency Act, 1920, in which the opinion of my Committee upon several specific points arising in the same connection, and enumerated in your letter, is requested.

2. I am to refer to the various points in the order in which they appear in your letter and, in the first instance, to the class of commercial bills of exchange on which, in the opinion of my Committee, the additional note issue should be based.

3. In the above connection my Committee hold strongly the opinion that, if commercial circles are to derive full benefit from the proposed measure, the class of bill to be accepted should be made as wide as possible. They consider, therefore, that both export bills and internal bills, or hundis, should be accepted. As regards the former class of bill, I am to state that as the majority of bills are drawn at a usance of 90 days' sight the maximum usance in the case of such export bills as are accepted should be for that period.

4. With reference to the question of internal bills referred to in the third paragraph of your letter, it will be observed that my Committee are of opinion that the same should be included in the category of bills suitable for acceptance as they consider that the question of distinguishing between bills drawn for genuine trade purposes and those drawn for accommodation will present no great difficulty to the Imperial Bank of India.

5. I am now to refer to the suggestion contained in the fourth paragraph of your letter, namely, that import bills might be

accepted as cover for the expansion of currency. The suggestion has received the careful consideration of my Committee but they are not prepared to recommend the acceptance of such bills at this juncture; the question of their introduction might, however, again be raised after the scheme has been in practice in connection with export and internal bills. At the same time I am to draw your attention to the fact that import bills are almost invariably drawn in sterling and not in rupees, as is stated in your letter.

6. The fifth paragraph of your letter relates to the interest charge of 8 per cent. recommended by the Indian Exchange and Currency Committee as the minimum rate for advances to the Imperial Bank under the above scheme and in that connection I am to state that my Committee consider such a rate prohibitively high. While my Committee are prepared to concede that a high bank rate usually provides a clear indication of the scarcity of money, they have in mind instances in which the bank rate has remained as low as 5 per cent. and the scarcity of money, at the same time, been most marked. It appears, further, from the concluding sentence of the same paragraph that a variable rate of interest is contemplated but my Committee are of opinion that a fixed rate would be preferable and that the same should not be higher than 6 per cent.

7. In conclusion I am to state that the procedure indicated in the last paragraph of your letter in connection with the operation of the abovementioned provisions of the Act, is, in the opinion of my Committee, the only one that admits of adoption, but with the reservation that, since export bills must be sent home for acceptance, any scheme which involves their endorsement to the Controller of Currency is inadmissible. My Committee submit that in the case of internal bills also, the only precaution required, from the point of view of Government, would be for the Imperial Bank to give to the Controller periodically some form of written guarantee as to the amount of such bills held by the Bank at a given date against the temporary note issue.—I have, &c.,

H. ROYAL,
*for* Acting Secretary.

# APPENDIX E-4.

## THE EXCHANGE POSITION.

PRESS NOTE.

"The following announcement by the Secretary of State regarding the recommendations of the Indian Currency Committee is published for general information :—

"The Secretary of State for India has considered in consultation with the Government of India the majority and minority reports received from the Committee appointed by him under the Chairmanship of Sir Henry Babington Smith to advise on the subject of Indian exchange and currency. The majority report, which is signed by the Chairman and all members of Committee except Mr. D. M. Dalal, states as its object the restoration of a stable and automatic system and the maintenance of the convertibility of the note issue.

2. The fundamental recommendations of the report are as follows :—

(*a*) that the present rupee, unchanged in weight and fineness, should remain unlimited legal tender;

(*b*) that the rupee should have a fixed exchange value and that this exchange value should be expressed in terms of gold at the rate of one rupee for 11·30016 grains of fine gold, that is, one-tenth of the gold contents of the sovereign ;

(*c*) that the sovereign which is now rated by law at rupees 15 should be made legal tender in India at the revised ratio of rupees ten to one sovereign ;

(*d*) that the import and export of gold to and from India should be free from Government control as soon as the change in the statutory ratio has been effected, and that the gold mint at Bombay should be open for the coinage into sovereigns of gold tendered by the public ;

(*e*) that the notification of Government undertaking to give rupees for sovereigns should be withdrawn ;

(f) that the prohibition on the private import and export of silver should be removed in due course and that the import duty on silver should be repealed unless the fiscal position demands its retention.

3. These recommendations develop with the necessary modifications required by altered circumstances, the principles on which the Indian currency system was established before the war, and are accepted by the Secretary of State in Council as expressing the goal towards which Indian administration, following the previous policy, should now be directed.

4. Under the conditions existing prior to the war sterling and gold were identical standards. The existing disparity has made a choice between these standards necessary, and the Committee's recommendation is in favour of placing the rupee on a gold basis.

5. In recommending a rate, namely that above mentioned, for the exchange value of the rupee the Chairman and majority have taken account of the high range of silver prices and of the importance of safeguarding the convertibility of the Indian note issue by providing so far as possible that the token character of the rupee shall be restored and maintained, *i.e.*, that the Indian Government may be in a position to buy silver for coinage into rupees without loss. They were also impressed by the serious economic and political risks attendant on a further expansion of Indian prices such as must be anticipated from the adoption of a low rate.

6. The arguments advanced in favour of a gold basis and of a high rate of exchange appear to the Secretary of State in Council to be conclusive, and he has decided to take the necessary steps to give immediate effect to the recommendations on these points. Accordingly, the Government of India have to-day announced that the rate which they will pay for gold tendered to them under the Gold Import Act by private importers will henceforth be fixed at one rupee for 11·30016 grains of fine gold, *i.e.*, Rs. 10 for the gold contents of the sovereign. The consequential changes in the regulations relating to the sale of Council drafts by the Secretary of State in Council and of reverse drafts by the Government of India will be notified separately.

7. The question of the internal ratio presents special difficulties. The Committee recommend the maintenance of gold on a legal tender footing especially in view of possible difficulties in obtaining adequate supplies of silver. A fixed ratio must, therefore, be established between the rupee and gold, as used in the internal circulation, either one sovereign for Rs. 15 as at present or one sovereign for Rs. 10 in correspondence with new exchange ratio. The former alternative would give the sovereign the status of an over-valued token coin, necessitating permanent control over the import of sovereigns and making an open gold mint impossible. The Secretary of State in Council agrees with the Committee that such conditions ought not to be contemplated as a permanent arrangement. On the other hand, the lower ratio cannot be effectively introduced while a great disparity continues to exist between the commercial price of gold in India and the intended Indian mint par of one sovereign for Rs. 10.

8. Present conditions are a product of the war and in some sense artificial. They cannot be immediately remedied without the risk of shock to the economic and monetary system in India, and of reaction elsewhere to which India cannot in her own interests be indifferent: a gradual process of rectification and of adjustment to new conditions is required. For some time past action has been taken in India to reduce the premium on gold by regular Government sales of bullion to the public, and this measure will be further developed. It may be expected that in that way a natural adjustment may be effected until the path to legislation is cleared.

9. The Secretary of State has decided, therefore, first, that the import of gold shall continue for the present to be controlled by license under the Gold Import Act, with a fixed acquisition rate as mentioned above; second, that meanwhile, periodical sales of gold bullion to the public shall continue; and third, that as a provisional measure during the transition period sovereigns shall remain legal tender at the present ratio of Rs. 15.

10. In arriving at these decisions the Secretary of State in Council has not failed to give careful consideration to the minority report signed by Mr. D. M. Dalal. Mr. Dalal's main object

is the effective restoration and maintenance of the ratio of 15 rupees to a sovereign as a measure both of exchange and of the circulating value of the rupee. In order to secure this he relies upon freedom for the melting and export of rupees and correspondingly to freedom for the import of gold. To meet the possible result in shortage of silver coins he recommends that as long as the New York price of silver remains above 92 cents Government should coin two rupee silver coins of reduced fineness, the coinage of rupees of the present weight and fineness being meanwhile suspended, and only resumed when the price of silver falls to the figure named. He also recommends that sterling drafts on the Secretary of State should be sold only at 1*s.* $3\frac{29}{32}d.$

11. The Secretary of State in Council is satisfied that this programme could not be adopted without untoward consequences. The heavy exports of silver coin to be anticipated under the scheme must threaten not only the whole silver circulation but also the Government reserves of silver coin, and entail the gravest risk of inconvertibility of the Government note issue. The demand for the gold required continually to make this deficiency good must greatly aggravate any strain there may be on the gold stock of the world when the freedom of import is restored. Nor is it safe to assume that these difficulties could be met by issuing new silver coins of inferior fineness; the evidence against the acceptability of an inferior substitute for the present rupee has impressed the majority, and their recommendation on this head is accepted by the Secretary of State as decisive. Mr. Dalal's recommendation in regard to the rate for sterling drafts, if adopted, must produce an immediate crash in exchange bringing unmerited disaster to those who have reasonably relied on some continuity of policy. The only cover which his scheme affords is the export of the country's circulating currency. In any case, even if a return to the pre-war level of exchange could be accomplished without a shock to trade or risk to the Currency system, it would lay India open to a further serious inflation of prices, while the majority's recommendation would tend towards a reduction of general price levels in India.

12. Both during and since the war Indian currency and exchange have presented problems previously unanticipated and more

perplexing than any encountered since the decision to close the mints in 1893. But the Secretary of State in Council is satisfied that decisions reached promise an eventual solution, and he desires to express his acknowledgments to the Committee and their Chairman for the ability and thoroughness with which they have explored the issues and have framed their recommendations."

FINANCE DEPARTMENT,

DELHI, the 2nd February 1920.

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## COMMUNIQUÉ.

The acquisition rate for gold imported under license into India, which has hitherto been subject to variation notified from time to time, has now, in accordance with the Secretary of State for India's separate announcement published to-day relating to the recommendations of the Indian Currency Committee, been fixed and the following fixed rates will apply to transactions on and after Monday the 2nd February, namely, ten rupees for each sovereign tendered for import or one rupee for 11·30016 grains of fine gold.

2. Council drafts will continue to be offered at the Secretary of State's discretion for weekly sale at the Bank of England by competitive tenders. The rate for deferred telegraphic transfers and bills will until further notice rank for allotment with tenders at one-sixteenth of penny higher for immediate telegraphic transfers. No announcement will be made of the minimum rate at which tenders will be accepted, and the Secretary of State in Council reserves the right of rejecting the whole or part of any tender. In accordance with the Committee's recommendations the Government of India will, when occasion requires, offer for sale stated weekly amounts of sterling reverse drafts on the Secretary of State (including immediate telegraphic transfers). The rates for immediate telegraphic transfers on London will be announced on each occasion by the Controller of Currency and will be based on the sterling equivalent of the price of 11·30016 grains fine gold as measured by the prevailing sterling dollar exchange, less a deduction representing the charge of remitting gold. The rate for deferred drafts on London will until further notice be one-sixteenth of a penny higher than the immediate rate, as at present.

3. The Finance Department Notification No. 4071, dated the 11th September 1897, providing for the issue of rupees at the Reserve Treasuries in Calcutta, Madras and Bombay, in exchange for sovereigns and half sovereigns, at the rate of Rs. 15 and Rs. 7½ respectively, is cancelled. Notification No. 6908-A., dated the 11th December 1906, regarding the receipt of sovereigns and half sovereigns at the Mints is also cancelled.

4. The existing prohibition on the import of silver is cancelled, and the import duty of 4 annas an ounce is abolished. The prohibition on the export of silver remains.

5. The notifications under the Defence of India Act prohibiting the use of gold and silver coin otherwise than as currency, or dealing therein at a premium, are cancelled.

2nd February 1920.

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TELEGRAM, dated the 23rd February 1920.

From—The Secretary, Chamber of Commerce, Bombay.

To—The Finance Department, Government of India, Delhi.

Bombay Chamber considers present position of import and export trade extremely unsatisfactory directly attributable in their opinion to the Exchange policy adopted from the Currency Committee's recommendations which has raised exchange to such a level as undoubtedly to encourage the transfer of capital and create a very unhealthy element of speculation. Chamber realises present situation probably outcome of circumstances unforeseen by Currency Committee at time of signature of Report and no doubt the position brought about by the continued decline in American Dollar Exchange is receiving Government's careful consideration. Produce prices have in no sense adjusted themselves to the enhanced level of Exchange with the result that there is a total absence of demand for export finance. At same time the high level of exchange has attracted large demands for remittances from all classes thereby forcing Banks in absence of export bills to apply largely for Reverse Councils. In order to eliminate, as far as possible, any element of speculation in application for Reverse Councils Chamber suggests that applications should be open to competitive tender the maximum rate based on Gold export point as at present and each application to be

accompanied by cash or a certified cheque for payment in full. While realising that their suggestion might be considered to depart from basis laid down in Government Communique of February 2nd, para. two, Chamber nevertheless consider some such measure necessary. Should Government consider this suggestion unconstitutional the Chamber alternatively suggests that future applications for Reverse Councils at Government rate must be accompanied by cash or certified cheques.

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*Copy of above telegram was sent to Bengal, Karachi, Madras, Upper India, Punjab, Narayanganj, Burma, Cochin and Coconada Chambers of Commerce, requesting their support.*

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TELEGRAM, dated 24th February 1920.

From—Chamber of Commerce, Karachi.

To—Chamber of Commerce, Bombay.

This Chamber have wired resource Delhi as follows, begins, this Chamber would urge that you will move Government to make definite statement regarding the extent to which they are prepared to support their policy for the sale of Reverse Councils also to insist that all tenders for Reverse Councils shall be accompanied by cheque for the full amount of the tender, ends. Hope you will support.

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No. 120.

PUNJAB CHAMBER OF COMMERCE,
DELHI, the 27th February 1920.

The SECRETARY TO GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
Delhi.

Sir,—With reference to the telegram of the Bombay Chamber of Commerce, dated the 23rd instant, to your address on the subject of the present unsatisfactory position of Import and Export trade arising out of the Exchange policy adopted by Government I am directed by the Committee of this Chamber strongly to support

the Bombay Chamber with particular reference to the measures suggested by them to check profiteering in Reverse Councils.—I have, etc.,

P. MUKERJEE,
Honorary Secretary.

Copy forwarded to the Secretary, Bombay Chamber of Commerce, Bombay, for information with reference to his telegram of the 24th instant to this Chamber.

P. MUKERJEE,
Honorary Secretary,
Punjab Chamber of Commerce.

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CHAMBER OF COMMERCE,
NARAYANGANJ, 26th February 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—With reference to your telegram, dated 24th instant, my Committee have telegraphed to the Government of India, Finance Department, as follows:—

"Government of India,
"Finance Department.

"Narayanganj Chamber desire to support terms of "Bombay Chamber's telegram, dated 23rd February. "Chamber considers some step such as suggested by Bombay "Chamber is necessary in order to endeavour to eliminate "undesirable element of speculation in applications for "Reverse Councils.—Narayanganj Chamber."—Yours faithfully,

M. CATHCART,
Honorary Secretary,
Narayanganj Chamber of Commerce.

CHAMBER OF COMMERCE,

MADRAS, 25th February 1920.

The CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

*Reverse Councils.*

Dear Sir,—Your lengthy telegram of yesterday's date was received by the Madras Chamber this morning. I need hardly say that this question has been receiving the close attention of our Chamber and at the Monthly Meeting held last night, after an interesting statement by Sir Bernard Hunter, we decided to telegraph to the Government of India.

To-day we have had the advantage of considering your telegram before we made up our own. We agree generally with you save that we are rather averse to resorting to competitive tenders, but we are prepared to support you even in this if it is found that the gambling spirit cannot be put a stop to by the system of full deposit being lodged with each application.

Copy of our telegram to the Government of India is enclosed herewith.—Yours faithfully,

JAS F. SIMPSON,
Chairman.

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COPY OF TELEGRAM, dated 25th February 1920.

From—The Madras Chamber of Commerce.

To—The Government of India, Finance Department, Simla.

Madras Chamber having carefully considered the exchange situation agree generally with the view held by the Bombay Chamber that the present position is one never contemplated by the Currency Committee and that it is most undesirable that Indian sterling assets should be dissipated for the benefit of gamblers in exchange. The Madras Chamber strongly support the recommendations of the Karachi Chamber and alternative recommendation of Bombay Chamber that all tenders for Reverse Councils should be supported by cash or certified cheques for full amount of tender and if after short trial this is found ineffective then the Madras Chamber supports Bombay Chamber's proposal

that Reverse Councils be sold by competitive tenders with maximum gold point as at present but with proviso that no tenders be received for an amount in excess of one-fifth of amount offered similar to conditions in sale of Councils on India. Statement of policy by Government at early date considered very desirable.

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TELEGRAM, dated 26th February 1920.

From—Cocanada Chamber of Commerce.

To—Secretary, Government of India, Finance Department, Delhi.

This Chamber in agreement with Bombay Chamber's telegram of twenty-third dealing with situation which arisen as result of recent exchange policy and supports Bombay Chamber's suggestions regarding applications for Reverse Councils.

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TELEGRAM, dated 27th February 1920.

From—Chittagong Chamber of Commerce.

To—Bombay Chamber of Commerce.

Your telegram 24th we recommend that question of sale of Reverse Councils be referred for consideration to Association of Chambers of Commerce of India and Ceylon. The Finance Department's official statement, dated Delhi, 23rd February, deals to a certain extent with the question of speculation in Reverse Councils but we also recommend that all applications for Reverse Councils be accompanied by a substantial deposit in cash or by certified cheque.

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No. 658-F.

GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
DELHI, the 27th February 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your telegram of 23rd February 1920 in which the Committee of your Chamber make certain suggestions regarding the sale of Reverse Councils.

2. In reply, I am to invite your attention to the Press Communique issued on the above subject by the Government of India on the 23rd February and to say that the suggestions made by your Chamber will receive careful consideration.—I have, etc.,

E. M. COOK,

Offg. Secretary to the Government of India.

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BURMA CHAMBER OF COMMERCE,

RANGOON, 6th March 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—I am directed to acknowledge the receipt of your telegram of the 24th ultimo, in reference to exchange; and to say that this Chamber has telegraphed to the Government of India supporting your representation.—Yours faithfully,

J. SAMUEL,

*for* Secretary

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TELEGRAM, dated 12th March 1920.

From—Chamber of Commerce, Cochin.

To—Chamber of Commerce, Bombay.

Reference your telegram twenty-fourth February what reply have you received from Finance Department, Government of India. This Chamber is prepared to telegraph in accordance with your first suggestion that applications should be open to competitive tender the maximum rate based on gold export point and each application to be accompanied by cash or a certified cheque for payment in full. Do you recommend such telegram be now sent.

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TELEGRAM, dated 13th March 1920.

From—Chamber of Commerce, Bombay.

To—Chamber of Commerce, Cochin.

Reference your telegram twelfth March, Finance Department, have replied referring to their Communique twenty-third February and stating suggestions receiving consideration.

PRESS COMMUNIQUE, dated 23rd February 1920.

The effect upon the trade and the money market generally of the acceptance of the Currency policy recommended by the Exchange and Currency Committee which recently concluded its deliberations, has formed the subject of close and continual consultation between the Secretary of State and the Government of India, and the special measures which should be adopted to meet the situation which has arisen as a result of the initiation of that policy has been carefully considered.

2. The recent sales of the Reverse Councils have brought into prominence the large accumulation in India of war savings intended for ultimate remittance to England and held back pending the settlement of the future currency policy to be adopted. This policy having now been declared it was inevitable that these accumulated sums should seek early remittance, the more so in view of the heavy fall in the dollar-sterling exchange which occurred at about the time the policy was announced. Until the demand for remittances created in this and similar ways has been in a large measure satisfied and the balance of trade in India's favour can exert its normal effect, it is impossible that the new currency arrangements should become fully operative or the exchange follow a course which more settled conditions alone can establish. A second feature of the situation attributable to much the same causes as the first is the present stringency in the Indian money market which is probably an indication that deflation is proceeding at a rate to which the markets cannot readily adjust themselves. The problem, therefore, which has presented itself is to secure that Government's resources accumulated in England during the war are applied in the most efficient way towards satisfying the demands for remittance, while at the same time alleviating the tightening influence which such remittance might otherwise have upon the markets.

THE MOST EFFECTIVE SOLUTION.

3. As the most effective solution of this problem the Government of India have decided, in consultation with the Secretary of State, to introduce in the Legislative Council legislation for the retention of the power to hold securities in the Paper Currency Reserve up to the present admissible limit, but without the exist-

ing restrictions on its distribution between rupee and sterling securities. This measure is calculated to facilitate the further continuance of the sale of Reverse Councils without necessitating the locking up in the Currency Reserve of funds withdrawn from the Indian markets to the full extent of the sterling securities sold out by the Secretary of State.

4. It is clear that the present exchange situation is being exploited by speculators who are not themselves genuine remitters, but who are taking advantage of the facilities given by Government in the form of Reverse Councils and obtaining sterling credits with a view to secure a profit on their resale. In the case of all future sales, therefore, Government reserve the right to refuse any tender absolutely without assigning reasons, and this right will be freely exercised in all cases in which there is reason to question the status of the tenderer as a *bona fide* remitter.

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TELEGRAM, dated 18th May 1920.

From—Chamber of Commerce, Karachi.

To—Chamber of Commerce, Bombay.

Following telegram has been despatched to Government of India. Begins, Chamber are of opinion that continued sales of small quantities Reverse Councils at rates based on gold serve no good purpose but merely dissipate the sterling resources of the State. Chamber would therefore urge that no further sales of Reverse Councils be made above one and eleven and twenty-nine thirty-seconds for immediate and one and eleven and thirty-one thirty-seconds for deferred transfers and that Government should make a clear announcement that at these rates Government will support the rupee with all the resources at their command, ends. This Chamber hope your Chamber will support by wire to Government.

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No. 995-80.

TELEGRAM, dated 1st June 1920.

From—Chamber of Commerce, Bombay.

To—Chamber of Commerce, Karachi.

Your telegram, 19th May, Reverse Councils, Committee, Bombay Chamber, in view of recent discussions with Government regrets that it does not see its way to support your telegram to Government of India.

TELEGRAM, dated 15th June 1920.

From—Chamber of Commerce, Karachi.

To—Chamber of Commerce, Bombay.

Following telegram to-day despatched Finance Simla, begins, reference Chambers wire eighteenth ultimo, Committee respectfully submit that present movements of sterling value of rupee fully confirm Chamber view that continued sales of small quantities of Reverse Councils at rates based on gold have served no good purpose but simply dissipated portion Governments sterling resources. Situation now critical. Committee most strongly urge that Government at once make clear announcement that they will support two shilling rupees with all resources at their command. Committee urge that Reverse Councils should now be sold freely at rates suggested by Chamber on eighteenth ultimo, failing which rupee will most probably fall in sympathy with sterling value of silver causing panic in bazaars and possible serious losses, ends. Trust your Chamber will support.

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## PRESS COMMUNIQUÉ.

SIMLA, 21st June 1920.

Government of India and Secretary of State have been in communication during last few weeks, regarding action to be taken in view of recent market rates of exchange which have now not only departed from parity of gold, but have through lack of support from export market, fallen below parity of two shillings which will ultimately hold when gold and sterling return to parity. The effective and permanent solution of this question cannot be dissociated from policy to be adopted in regard to gold. The Government of India are glad to announce that as from 21st June restrictions on imports of gold bullion and foreign coin will be removed. Moreover, the Governor-General is issuing an Ordinance declaring that sovereigns will cease until further notice to be legal tender though they will be received by Government at the present ratio of Rs. 15 during a moratorium of 21 days from this date, that is to say up to 12th July. On expiry of moratorium restrictions over imports of British gold coins will also be withdrawn. At the forthcoming session of Legislative

Council Government of India propose to submit a Bill prescribing a new ratio of one sovereign—Rs. 10 at which the sovereign will again be legal tender. These measures which are in accordance with the recommendations of Indian Currency Committee have been rendered specially urgent by illicit imports of sovereigns which are smuggled across land frontier of British India for encashment at Government Treasuries and Currency Offices.

2. The Government of India announce that having regard to fall in market rate of sterling, rates for Reverse Councils at the sale of 24th and at subsequent sales will be per rupee, one shilling 11-19/32*d.* for Immediates and one shilling 11-11/16d. for Deferreds these being rates which will ultimately hold when sterling once more returns to par with gold. At these rates £1,000,000 will be sold on 24th and weekly, till further notice.

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No. 1091/80.

TELEGRAM, dated 24th June 1920.

From—Chamber of Commerce, Bombay.

To—Chamber of Commerce, Karachi.

Reference your telegram, sixteenth instant, Exchange position, Committee, Bombay Chamber, grateful for advice your telegram to Finance, which in view of Government Communique, dated twenty-first instant, does not appear now to call for support of this Chamber.

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No. 1244/80 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 1st July 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,

Simla.

Sir,—I am directed by my Committee to address you in regard to the present position of Exchange, viewed in the light of the Communique from the Government of India, dated the 21st June 1920, and events subsequent thereto.

2. In this connection I am to observe that ten days have now elapsed since the publication of the Communique above referred to and yet the downward tendency of the market rate still continues with the result that the position is very much the same as it was before the Communique was issued, that is to say, that the margin between the Reverse Council rate and the market rate is steadily widening.

3. The position as above described has received the careful consideration of my Committee and as, in their opinion, the margin in question must continue to widen until, and unless, there is a revival in the export trade of the Country they venture to request that they may be informed as to the nature of the Government of India's intentions in the matter, in the event of the position remaining unaltered. I am to add that my Committee would very much appreciate an indication not only as to any temporary measures that it is proposed to take but also as to the settled policy of the Government of India in regard to the general principle involved.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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TELEGRAM, dated 30th June 1920.

From—Chamber of Commerce, Karachi.
To—Chamber of Commerce, Bombay.

Following telegram, despatched Government of India to-day. Chamber ask your support, begins, in continuation of Chambers telegram, fifteenth instant special general meeting of members held this afternoon again urge most strongly that Government announce explicitly that Government will support two shilling sterling rupee with all resources at their command. Chamber urge that weekly sales of Reverse Council considerably increased in support of this announcement. To uphold this policy Chamber press that further sales of gold in India should cease forthwith and that Government's gold be shipped at once to London to meet Reverse Council drafts, failing such definite policy commercial sterling value of rupee will probably quickly fall to market value of coin as metal and produce very serious commercial crisis, past experience proves that weekly sales of one million only of

Reverse Councils merely dissipate Indian resources in United Kingdom without checking fall. In any case Chamber urge that no sales of Reverse Councils be made except to those who deposit cash in full with their tenders. This last essential to check mere speculation in exchange, Chamber also urge that in any case sales of Government gold in India should cancel forthwith.

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No. 1245/80 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 1st July 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Karachi.

Dear Sir,—I beg to acknowledge receipt of your telegram, dated the 30th June 1920, upon the subject of the present Exchange position and to state that it shall be laid before my Committee for their consideration.

2. In the meantime, however, I beg to forward you herewith a copy of a letter which my Committee have addressed to the Finance Department of the Government of India upon the same subject from which it will be observed that they have already urged upon Government the necessity of making a definite announcement as to their future policy.—I am, etc.,

C. B. SAYER,
Acting Secretary.

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No. 1981-F.

GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,

SIMLA, the 8th July 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 244/80, dated the 1st July 1920, and to say that it will be submitted to the Government of India for their consideration.—I I have, etc.,

M. M. S. GUBBAY,
Secretary to the Government of India.

PRESS COMMUNIQUE, dated 20th September 1920.

The Government of India have had under consideration the policy to be adopted in regard to exports of wheat. They have now decided to permit the export of 400,000 tons of wheat from Karachi up to end of March 1921, provided that this amount can be purchased within a fixed price limit. This price limit has been fixed at Rs. 6-2-6 per maund F. O. R. Karachi for choice White Karachi wheat and will in no case allow of a higher price being paid than the equivalent of Rs. 5-8-0 per maund in Lyallpur market. This limit will on no account be exceeded and no exports will be made on Government account, any profits accruing from them being credited to Government. The scheme under which export will be made is under consideration and it is hoped that arrangements for its introduction will shortly be completed. This scheme will not apply to exports to countries in the Indian Ocean. Such countries will continue to receive allotments which will be distributed as before among established Indian shippers.

Apart from such countries there will be no restrictions as regards countries to which wheat exported under this scheme may be shipped.

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ACT No. XXXVI OF 1920.

AN ACT FURTHER TO AMEND THE INDIAN COINAGE ACT, 1906.

Whereas it is expedient further to amend the Indian Coinage Act, 1906; It is hereby enacted as follows;— III of 1906.

Short-title. 1. This Act may be called the Indian Coinage (Amendment) Act, 1920.

Amendment of section 11 of Act III of 1906. 2. In section 11 of the Indian Coinage Act, 1906, for the word "fifteen" the word "ten" shall be substituted. III of 1906.

Repeal of Ordinance, III of 1920. 3. The Gold Ordinance, 1920, is hereby repealed.

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PRESS COMMUNIQUE, dated 28th September 1920.

"The Government of India have been in continuous communication during the past few months with the Secretary of State on the subject of the sale of Reverse Councils. Since the 1st Febru-

ary the note circulation has been reduced from 185 crores to 158 crores on the 15th September, and this material contraction of currency has to a large extent been rendered possible by the maintenance of the weekly offer to sell Sterling drafts on London. The effect which might have been anticipated on the exchange value of the rupee by reason of the withdrawal of this substantial amount of currency notes has, however, been obscured by various causes including the stagnation in the export trade and the abnormal activity in the imports into India of foreign goods. An opportunity of reconsidering the whole question has presented itself on the passing into law at the recent session of the Legislative Council of the Indian Coinage Act rating the sovereign at Rs. 10, and the Government of India have accordingly with the approval of the Secretary of State decided after the sale of the 28th September to withdraw for the present and until further notice the present weekly offer of Sterling drafts on London. The Government of India, however, reserve to themselves the right of resuming these sales should circumstances in their opinion at any time subsequently render such resumption expedient."

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TELEGRAM, No. 2825, dated 9th October 1920.

From—Bengal Chamber of Commerce, Calcutta.
To—Chamber of Commerce, Bombay.

Bengal Chamber has to-day telegraphed, Finance Department, Government of India, following, begins, the suspension of sales of Reverse Councils has already resulted in the collapse of exchange from above one shilling ten pence to one shilling six and a half pence nominal. Enormous losses have been and are being incurred by all importers while export business is paralysed by the uncertainty and trade generally is at a standstill. Chamber Committee wish to know whether it is the definite intention of Government to jettison the recommendations of the Currency Committee. If not the Committee consider that the present constitutes a period of exchange weakness demanding weekly sales of Reverse Councils to the full extent of Government's resources. Further the suspension of sales of gold by Government in India has resulted in large purchases of gold for import into India entailing heavy demand

for remittances to finance these purchases and this has contributed materially to the slump in exchange. Committee strongly recommend that sales of Reverse Councils and also Government sales of gold should be immediately resumed. In any event an early announcement of Government's intentions is urgently required, ends. Please support.

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TELEGRAM, No. 1849/80, dated 11th October 1920.

From—Chamber of Commerce, Bombay.

To—Bengal Chamber of Commerce, Calcutta.

Your telegram, ninth instant, Bombay Chamber cannot support suggestion regarding resumption of gold sales as in their opinion such policy would reduce gold reserves in Paper Currency Reserve to undesirable low level. Regarding introduction of Reverse Councils Chamber would be glad to receive an indication as to basis upon which your Chamber desire sales to be resumed. Bombay Chamber prefers to recommend re-introduction of sale of Reverse Councils by competitive tender with a minimum rate fixed at approximately the current telegraphic transfer rate on London in India Chamber will appreciate an early expression of your Chamber's views in latter connection.

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TELEGRAM, No. 1854/80, dated 12th October 1920.

From—Chamber of Commerce, Bombay.

To—Bengal Chamber of Commerce, Calcutta.

My telegram eleventh instant, for "minimum" read "maximum."

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TELEGRAM, dated 11th October 1920.

From—Chamber of Commerce, Karachi.

To—Chamber of Commerce, Bombay.

Chamber have to-day wired Finance, Simla, following, begins, having regard to the poor volume of exports in part the result of the prohibition of wheat shipments and to the huge volume of imports stimulated largely by the artificially high exchanges of February, March and April last Chamber consider present moment

most inopportune for stopping sales of Reverse Councils which stoppage has contributed to the serious collapse of sterling exchange. Once more Chamber urges that Government announce immediate determination in explicit terms to support rupee with all resources at their command in accordance with the accepted recommendations of the last Currency Committee. This in Chamber's opinion is first essential to restore confidence. Next step is to announce that Government are prepared to make weekly sales of Reverse Councils for amounts that will meet each situation as it arises and at rates only slightly above Market rates. Chamber consider that tenders for Reverse Councils should be accompanied by cash deposits in full in order to check mere speculation, ends.

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BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 19th October 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—Adverting to my telegram, dated 9th Oetober, I am now directed to hand you herewith the attached copy of the marginally noted letter with reference to this matter,—Yours faithfully,

No. 2707-F., dated 13th October from the Government of India, Finance Department, to the Bengal Chamber of Commerce.

H. M. HAYWOOD,

Secretary.

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LETTER No. 2707-F., dated 13th October 1920.

From—The Offg. Secretary to the Government of India, Finance Department.

To—The Secretary, Bengal Chamber of Commerce.

I am directed to acknowledge the receipt of your telegram, dated the 9th October and to say that the Government of India have no intention at present of resuming the sale of Reverse

Councils or of gold. With reference to your enquiry whether it is the intention of Government to jettison the recommendations of the Currency Committee, I am to refer you to the speech of the Hon'ble Finance Member made at the time of the introduction of the Bill to amend the Indian Coinage Act to provide that the sovereign shall be legal tender for Rs. 10 instead of Rs. 15.

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No. 1924/80 OF 1920.

CHAMBER OF COMMERCE,

BOMBAY, 21st October 1920.

The SECRETARY to the GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,

Simla.

Sir,—I am directed to invite a reference to the Communiqué, in the Department of Agriculture, dated the 30th September 1920, specifying the conditions under which Government is prepared to release for export 400,000 tons of Wheat.

2. In the above connection, I am to state that my Committee would be glad if they might be informed whether any definite arrangements for export have yet been made and, in the event of the answer being in the affirmative, whether Government are satisfied that the arrangements so made are likely to result in the purchase and shipment of the total amount available during the period mentioned.

3. Without prejudice to the foregoing request, my Committee desire to urge upon Government the necessity for an explicit and definite official statement in regard to the present wheat position and an announcement at the earliest possible date as to whether the balance of the 1919-20 crop is likely to be of such an amount as will permit of further exports beyond the quantity already notified. My Committee are strongly of opinion that the presence of conflicting unofficial estimates is confusing the issues and that a clear statement by Government is desirable, if only in order to stultify adverse criticism from those who cannot gauge the true position.

4. My Committee are further of opinion that a similar statement in regard to the rice position, also, is urgently called for at the present time for the reasons above given.

5. I am also desired to refer to the present position of the general export trade and its relation to exchange problems and in that connection to state that my Committee consider that the only permanent solution of the present exchange depression lies in the revival of the export trade of the country. To that end, my Committee desire me to state that they would welcome the formulation by your Department and the Departments of Commerce and Agriculture of a definite and concerted line of action with a view to the removal at an early date of the restrictions upon the export of such commodities as are at present under control.

6. In the same regard my Committee consider that an early announcement of the decisions arrived at by the delegates attending the International Financial Conference held recently at Brussels is desirable, particularly in regard to the reopening of the Central European Markets to the general produce of this country.

7. In conclusion, I am to state, as the deliberate opinion of my Committee, that if Government have under consideration the renewal of their efforts to stabilise exchange, they should not, at the same time, lose sight of the fact that, under existing considerations, exports in the near future are unlikely to afford any large measure of support to such a policy. My Committee are aware that the resumption of sales of Reverse Councils has been suggested, but without a collateral support in the shape of some indication of a revival of exports they are not prepared to endorse such a recommendation. They would observe, however, that if Government decide to resume the sales of Reverse Councils, they should be on such a basis as to eliminate the speculative element which was so pronounced a feature of the recent sales.

8. A similar letter has also been sent to the other Departments referred to in paragraph five.—I have, etc.,

C. B. SAYER,

Ag. Secretary.

No. 928-F. S.

GOVERNMENT OF INDIA,

DEPARTMENT OF REVENUE AND AGRICULTURE.

(Foodstuffs)

SIMLA, the 29th October 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 1923/80 of the 21st October, and of the similar letters received by the Departments of Finance and Commerce, and to say that a further communication will be sent to you later.—I have, etc ,

J. HULLAH,

Secretary to the Government of India.

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No. 2858-F.

GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,

SIMLA, the 3rd November 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Sir,—I am directed to acknowledge the receipt of your letter No. 1924/80, dated the 21st October 1920 and to say that the Government of India note the observations made by the Committee of your Chamber in paragraph 7 of your letter regarding exchange and that the rest of your letter will be answered in due course.—I have, etc.,

E. M. COOK,

Offg. Secretary to the Government of India.

No. 996-F.S.

GOVERNMENT OF INDIA,

DEPARTMENT OF REVENUE AND AGRICULTURE.
(Foodstuffs).

DELHI, the 20th November 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Sir,—In continuation of my letter, No. 928-F. S., dated the 29th October 1920, and of the letter from the Finance Department, No. 2858-F, dated the 3rd November 1920, I am directed to reply in detail to your letter, dated the 21st October.

2. With reference to paragraph 2, I am to say that definite arrangements have been made for the purchase and shipment on Government account of the 400,000 tons of wheat which, as announced in a Press Communique, dated the 30th September, have been released for export to any destination, other than countries in the Indian Ocean, from the Port of Karachi up to the end of March next. The firms are working as the direct agents of Government for a fixed commission, on terms agreed upon between them and the Government of India, the profits accruing from the business being credited to Government for the benefit of the Indian tax-payer. These firms commenced purchases on the 16th October and have bought 83,562 tons up to date. Sales of wheat to foreign countries are being conducted by an Advisory Committee in London consisting of a representative of each of the agent firms with Mr. D. T. Chadwick, I. C. S., Indian Trade Commissioner as Chairman. Sales advised up to the present amount to 79,600 tons. The Government of India are unable to express any opinion as to whether the total amount of 400,000 tons released for export will be secured within the fixed price limit, which will on no account be increased, but they are satisfied that the arrangements made for purchase, provided sellers are forthcoming, are adequate.

3. In compliance with the request contained in paragraph 3 of your letter, I am to explair that the total estimated yield of the

1919-20 crop is 10,092,000 tons, while during the ten years ending with 1917-18, 11 per cent. of the total yield was on an average exported to foreign countries. On this basis the exportable surplus of the last crop would amount to 1,110,000 tons. Statistics also show that by far the larger proportion of exports in normal times, amounting on an average to 63 per cent. of the total exportable surplus, takes place between the months of April and September, but owing to the strict embargo which was in force up to the end of September last, it has been assumed that this percentage, instead of finding the usual outlet provided by exports, has gone into consumption or into stocks. The Government of India have, therefore, considered it unsafe to assume that a larger proportion than 400,000 tons of the present year's crop is available for export during the last six months of the current financial year and this estimate was corroborated, after local enquiries, by the Government of the Punjab from which Province it is anticipated that the quantity sanctioned for export will be mainly or wholly drawn. It has been decided that no further exports from the 1919-20 crop will be permitted in excess of the quantity already notified. The Government of India think it inadvisable to issue any further Communique on the subject of these exports.

5. With reference to paragraph 4 of your letter, I am to say that the Government of India have at present under consideration the question of the policy to be adopted in regard to exports of rice from India and Burma during 1921 and hope to be in a position shortly to make a public announcement on this subject. They also hope with reference to paragraph 6 of your letter to be able to make an early announcement regarding the results of the Brussels Financial Conference.

5. The Government of India are fully alive to the importance of removing as soon as possible all restrictions on export trade. As your Chamber are no doubt aware, the number of articles the export of which was subject to restriction during the war had been reduced by the end of 1918 from over 300 to 62. Control is now only exercised in respect of thirteen articles, *viz.*, Russian rouble notes, Quinine and Cinchona bark, Coal and certain foodstuffs. The Government of India do not consider that the time

has yet arrived when all control over export of footstuffs can be abolished. The general foodstuffs position in India, though it showed earlier in the year distinct signs of improvement, has been affected by the failure of the September rains in the northern, central and western parts of the country, while the continued shortage of the world's stocks of food would, if restrictions were removed, undoubtedly lead to a drain on India's resources with a consequent increase in internal prices and hardship to Indian consumers. Government are, however, carefully watching the position, and though they think it necessary to adhere for the present to the system of rationing foreign countries dependent on India for supplies of such controlled articles as gram, barley, maize, bajra, jowar, lentils and pulse they intend to abolish all restrictions as soon as circumstances permit.

6. Finally, I am to say that the Government of India note with interest your Committee's opinion that a resumption of the sales of Reverse Councils will serve no practical purpose unless sup- revival in the export trade.—I have, etc.,

J. HULLAH,
Secretary to the Government of India.

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TELEGRAM, dated the 27th November 1920.

From—The Secretary, Chamber of Commerce, Birmingham.

To—The Secretary, Chamber of Commerce, Bombay.

India cancellation of orders commercial bills, exporters gravely concerned at trading difficulties. Telegraph cause of present crisis and suggestions for improvement.

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TELEGRAM No. 2420/80, dated the 9th December 1920.

From—The Secretary, Chamber of Commerce, Bombay.

To—The Secretary, Chamber of Commerce, Birmingham.

Present crisis result of exchange weakness and tight money. Renewal export trade only hope improvement.

No. 10.

BOMBAY NATIVE PIECE GOODS MERCHANTS' ASSOCIATION.

SHETH MULJI JETHA'S CLOTH MARKET HALL,

SHAIK MEMON STREET, OUT FORT,

BOMBAY, 7th December 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—With reference to the situation that has arisen in the piece-goods trade owing to the heavy slump in Exchange, we are directed by our Committee to draw your attention to the following lines.

Our Committee thinks that when the Government of India by their recent notifications declared their inability to adopt any measures to rescue the present position it will be futile to rely upon them any longer nor it will be possible to place before them any such scheme as would tend towards helping the situation.

Under the peculiar circumstances that obtain at present, the position has become so acute and almost untenable that unless something is done by your Chamber by way of relief in liquidating and putting into consumption the heavy stocks it is apprehended that serious consequences may have to be faced with far reaching effect to the future import trade in piece-goods.

Unfortunately the policy adopted by the Government of India in the matter of Exchange was such as to lead most business men to suppose that Exchange would not go much lower than 2s. per rupee and they having been deceived in such a belief and also other unfavourable circumstances having arisen, the present unfortunate and undesirable situation has been created.

Under the circumstances our Committee thinks that if your Committee recommends to your members as importing firms to settle exchange with their dealers somewhere at 2s. per rupee and

such a policy is adopted the situation would be considerably relieved and hopes that your Chamber will give this matter their prompt and serious consideration.—Your faithfully,

GOKULDAS JIVRAJ DAYAL,
HARJIVAN VEERJI,
Honorary Joint Secretaries.

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No. 2513/80 of 1920.

THE CHAMBER OF COMMERCE,

BOMBAY, 17th December 1920.

The HONORARY SECRETARIES,

BOMBAY NATIVE PIECE-GOODS MERCHANTS' ASSOCIATION,

Bombay.

Dear Sirs,—I am directed to acknowledge receipt of your letter, No. 10, of the 7th instant and in reply to state that, in the opinion of my Committee, the matter is not one in which this Chamber can intervene. My Committee accordingly regret they are unable, in the circumstances, to recommend to members the adoption of any action of the nature suggested in your letter.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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THE EXCHANGE QUESTION.

The following report of the discussion on this question at the Annual Meetting of the Associated Chambers, held in Calcutta on the 25th January 1921, is published for information.

H. M. HAYWOOD,
*Secretary.*

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON.

ROYAL EXCHANGE,
*Calcutta, 31st January* 1921.

MR. J. F. SIMPSON (Madras), *Deputy President, in the Chair.*

SIR MONTAGU WEBB (*Karachi Chamber of Commerce*) moved the following resolution:—

"In view of the very difficult financial situation brought about by the sudden and wide fluctuations in sterling exchange, this Association recommends the appointment of a special committee to consider, in concert with Government, what steps can best be taken to improve the serious financial conditions that are now facing some sections of the mercantile community of this country."

MR. PRESIDENT: After the remarks which fell from His Excellency yesterday morning, as to the deplorable effects on the minds of the most ordinary individuals of a prolonged study of the currency question, I feel some diffidence in opening this debate, the more especially as I fully expected to find in the agenda at least half a dozen motions by the leading Chambers of India on this very thorny subject, whereas the Karachi Chamber is apparently the only one that has ventured to come forward. You can understand that I am feeling somewhat like an individual who steps in where angels fear to tread.

India has been the victim of several mishaps with her foreign exchanges during the last thirty or forty years, but it is doubtful if any of the mishaps have equalled those of last year, either in the unfortunate way in which the general situation was handled, or in the magnitude of the losses already suffered and that have yet to be faced owing to sudden and wide fluctuations in the sterling value of the rupee. The position of many traders in the west and north of India is now one of extreme difficulty: the same I believe in Southern India. (I cannot speak for Bengal). The problem at present before us is: Can anything be done to alleviate the financial crisis that is now threatening to overwhelm certain sections of the commercial community?

India, of course, is not the only country whose foreign exchanges have been entirely disorganised by the war. And yet when we reflect that India has suffered less (the United States always excepted) than any other of the belligerents from the pains and penalties of war—when we further remember that India contri-

buted less, all things considered, towards the cost of defending civilisation—bought less, sold less, consumed less, relatively, of the necessaries of war than any other division of the Empire—we ask ourselves: Why have we been subjected to the devastating fluctuations in the rupee, fluctuations that have amounted to fifty per cent. and more? Why?

The reasons which decided the Secretary of State to raise the price at which he sold rupees to the public from 1*s.* 4*d.* to 2*s.* 4*d.* are well known to most people, and, I think, generally approved of. A reduced output of silver from the world's mines combined with an increased demand for the white metal—both largely the result of political disturbances—war—brought about a steady increase in the value of silver, till at last the value of the rupee as metal was greater than the 1*s.* 4*d.* at which Government had fixed its sterling equivalent. The Secretary of State was therefore faced by two alternatives: he could abandon the silver coinage of India and allow our paper currency to become inconvertible, or he could raise the price at which he was selling his rupees so as to keep the sterling value of the rupee above its monetary value as metal. Government decided, and very rightly we all agree, that to abandon India's silver coinage would be a disastrous course to take—both economically and politically. And so the India Council raised the price at which they sold rupees from 1*s.* 4*d.* to 1*s.* 6*d.*, 1*s.* 8*d.*, 1*s.* 10*d.*, 2*s.*, 2*s.* 2*d.* and at last, in December 1919, to 2*s.* 4*d.* I believe that all members of this Association considered this action of Government to be thoroughly sound. India's silver currency has been successfully kept in circulation, and no great inconvenience from lack of silver coins has been experienced.

At this point I would like to invite your attention to the figures of the balance of trade of this country for the last ten years. They are very conveniently summarised in section 2, page 4 of the last Currency Report. If we divide the last ten years into two periods—five before the war, and five after the war—we find that for the first period the balance of India's trade, after allowing for Council Bills, imports of gold and silver and securities, was approximately five and a half crores per annum in favour of

India. Now look at the last five years. The figures are 30 crores, 45 crores, 17 crores, 61 crores, and 95 crores respectively, or, on an average, *fifty crores per annum in favour of India*. It is very obvious that at the end of 1919 there must have been a very large balance of trade due to India. And yet, notwithstanding this state of affairs, in January last year the stream of remittances swung round, and there was a demand for pounds sterling, for remittances *to* London. Why? I think there can be no doubt about the answer. With the rupee at 2*s.* 4*d.* many people thought it was time to remit all they could spare to England, and so savings, profits, and possibly capital, commenced to flow out of the country. The stream was swollen, too, by speculative remittances. The uncertainty regarding the line which the Babington-Smith Committee would take in their report, stimulated remittances; and I believe money was in some cases borrowed in India and sent Home at 2*s.* 4*d.*, in the hope of it coming back to India a little later at 2*s.* to the rupee, or possibly less.

Just at this time, the beginning of February of last year, the Babington-Smith Report was published. The Committee's recommendations can be grouped under five main heads (or rather the recommendations of the majority of the Committee: one member, Mr. Dalal, dissented). The recommendations were:—

(1) That the rupee, unchanged in weight and fineness, should continue to be coined and to remain unlimited legal tender, as before:

(2) That Government should continue to sell Council Drafts and Reverse Councils when required by the public, as before:

(3) That the rupee should be linked to the sovereign, as before, but at the old original rate of ten rupees to the sovereign in place of fifteen rupees as recommended by the Herschell Commission of 1893:

(4) That the Bombay Mint should be opened to the free coinage of sovereigns: and

(5) That all restrictions on the import and export of gold and silver in and out of India should be removed.

Those five recommendations are the essence of the Babington-Smith Committee's Report. Those recommendations were accepted by the Secretary of State as expressing the goal towards which the Government of India should aim. They were accepted, I believe, by all the Chambers included in this Association. They were, in fact, welcomed by everybody in India who had studied the subject, with the exception of a small group of dissentients in Bombay who thought that the pre-war ratio of fifteen rupees to the sovereign should be the goal of India's currency policy rather than the old original ratio of ten rupees now recommended.

Now what happened? At this stage Government took what I am quite sure that everybody now recognises to have been a most unfortunate step. Notwithstanding the enormous balance of trade in India's favour, notwithstanding that the demand for Reverse Councils was at that moment obviously largely a speculative demand, stimulated in the main by a desire to take advantage of the opportunity unprecedented in the history of India of being able to buy pounds sterling at the remarkably cheap price of less than nine rupees each, Government nevertheless contributed yet a further wonder to the astonished public. Government, having announced its acceptance of the Babington-Smith recommendations, and in fact, its intention of establishing in India a ten rupee pound (*i. e.*, of establishing the rupee in the neighbourhood of two shillings), in the same breath voluntarily offered to sell the pound sterling in the meantime to the public at about seven rupees nine annas each,—a rate which Government quite voluntarily reduced a week later to approximately seven rupees. Can we feel any surprise at what happened? Everybody in India rushed forward to buy pounds sterling at this amazingly cheap price. Everybody at once commenced to "beg, borrow or steal" rupees in order to buy those pounds sterling at seven rupees which Government themselves had announced—so the great majority of the public understood —that they would fix as soon as possible at ten rupees. A tremendous wave of speculative remittances to England was at once created. People in Bombay, who had never bought ten thousand pounds worth of Reverse Councils in their lives, now regularly applied for a million pounds. And still Government

went on. Finding the demand for pounds sterling twenty, fifty, and a hundred times greater than Government were prepared to supply, it might have been expected the Government would instantly have realised that they were selling far too cheaply. Not a bit of it. Government pegged away at those extraordinary sales of Reverse Councils, as though India's salvation depended on them. Neither the wildest abuse from Bombay, nor the most carefully reasoned protests from Karachi, could stop the India Office runaway. Not until over thirty-seven millions sterling had fallen out of our Gold Standard Reserve apple-cart could its wild career be checked. I do not mean to suggest that the thirty-seven millions has been all lost. But a substantial percentage, perhaps ten to twenty per cent., has been wasted and will never be seen again. Those sales of Reverse Councils stand out as the most amazing series of transactions in currency management that I know of in this or any other country. I admit quite frankly that the Chambers of Commerce in India must accept a good deal of responsibility for what occurred, because there is no getting away from the fact that at that time the Chambers were by no means unanimous as to what ought to be done!!! All the same, lack of unanimity amongst commercial men is no sufficient reason why Government should persist in selling pounds sterling at seven rupees, for which they could very easily have obtained ten.

I now want to draw your attention to the results that have followed from those extraordinary sales of Reverse Councils. I have said that an unprecedented wave of the wildest speculation was induced. There are other results. Indian dealers who were perhaps not so familiar with the intricacies of our foreign exchanges as European importers, were encouraged to place orders in England and America and other parts of the world for fabulous quantities of manufactured goods, and it is the arrival of those goods in India now that is producing the crisis with which we now have to deal. A few hours before I left Karachi, a large deputation from the local Piece-Goods Association called upon me and begged me to do something to assist the trade through the very serious financial crisis in which it now found itself involved. Not only the dealers of Karachi, but also those of Bombay, of Amrit-

sar, of Delhi, and of other parts of India were all in the same trouble, I was assured. The slump in the sterling prices of piece-goods in England was bad enough: but when such slump synchronised with a collapse in sterling exchange from 2*s.* 6*d.* down to 1*s.* 6*d.*, then the results were more than they could bear. Indian merchants did not mind a severe fall in prices: they had faced such troubles before and had overcome them, but the fall of the rupee below 2 shillings they regarded as a public grievance, for which they held Government responsible. I asked—Why? The deputation replied that Government had publicly announced its acceptance of the last Currency Committee's Report, and had promised to stabilise the rupee or attempt to do so—the same thing in their minds—in the neighbourhood of two shillings. Why were they not doing so? Why had they sold Reverse Councils last year to speculators at 2*s* 10*d.* and other fancy rates which nobody asked for? Why were they refusing to sell any Reverse Councils now, even at 2*s.*, in a period of grave crisis, when they held nearly forty millions sterling in London for the express object of supporting exchange?

I found considerable difficulty, I confess, in answering these questions. The deputation then went on to recall to me the events of the last twenty years and the sales of Reverse Councils made by Government to prevent exchange falling below 1*s.* 4*d.*: they reminded me that the Currency Committee of last year had stated that Reverse Councils should be sold to support exchange whenever public demand required such drafts. They argued that the public now very badly wanted Reverse Councils at 2*s.* to the rupee—Government's own rate and nobody else's. Why was Government not meeting this demand? The sudden cessation of sales of Reverse Councils when Government had nearly forty millions sterling specially accumulated for this object, seemed to the deputation a breach of faith on Government's part, and unless I did something to convert Government to a realisation of its obligations and responsibilities in this connection, then India would be involved in a grave financial crisis which would affect not only Indian traders, but European traders as well.

I asked the deputation what they would propose that Government should do. The deputation replied—Let Government sell

enough Reverse Councils through the local branches of the Exchange Banks at two shillings to the rupee to cover all the goods that were actually ordered last year, when the rupee was over two shillings *and which have not yet been paid for and delivered.* That is all. If Government will give that much assistance, then trade can pull through. And if Government, after that announce that they are not going to have anything further to do with exchange,—alright, we shall know where we are, and shall be prepared for the rupee dropping to 1*s.* 4*d.* or rising to 2*s.* 4*d.* just as trade demands may decide. Otherwise there will be great trouble and Government will get all the blame.

Those are the views of the Sat Narayen Piece Goods Association of Karachi. I think that it is well that we should listen to, and understand, the Indian dealers' points of views, and, where possible meet them and help them in overcoming their difficulties. This is one of the difficulties in the present financial situation, and it is with the object of considering this, and other difficulties, that the Karachi Chamber of Commerce have proposed the appointment of a Special Committee to consider, in concert with Government what steps can best be taken to improve the general situation. (*Applause.*)

MR. RHODES (*Benjal*) said that he felt great diffidence in rising to comment on the speech of Sir Montagu Webb, owing to the fact that Sir Montagu was an acknowledged expert on matters of exchange and also because no man could have put before them the whole position of last year more clearly than, or in such simple language, as Sir Montagu had done. Sir Montagu had referred to His Excellency's remarks when he opened the Conference the previous day. If he (the speaker) might say so, in comparing himself to Sir Montagu Webb, he would say that he had only reached the point of mental aberration, while Sir Montagu had attained the Nirvana of homicidal mania, and he thought he knew who his next victim would be. He knew the Bengal Chamber had been accused of wabbling on this question, but unlike Karachi their theories of exchange were not concentrated in one all-powerful brain. They had many experts in Bengal and, having experts, they did not always agree.

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Whether the Currency Report was the last word in logic and clear thinking, or was the last word in blind stupidity, they could not hope to appoint a committee containing men of greater reputation on this particular subject. Whatever view they held they must also all admit that the scheme had not had a fair trial. If all their evils were due to the Currency Commission, to what were due the greater evils at present existing in many countries of the world which had not come under the baneful influence of the report ?

It was obvious to all that the Currency Commission had made a great mistake in regard to the probable movements in the price of silver.

There was another mistake into which they all fell. Knowing that India's exports consisted largely of the necessaries of life, they had assumed that after the war the demand for her products would continue unabated. They did not fully realise that even the necessaries of life had to be foregone if there was not money to pay for them.

The sudden and dangerous rise in exchange at the beginning of last year had two effects. It stimulated imports, and in regard to Lancashire cotton goods it caused heavy buying, at a time when without such purchases they might have been faced with another cloth crisis in this country. But India did not then buy cheaply, for the advantage of the high exchange was largely neutralised by the most flagrant profiteering in Lancashire. As a result, piece goods were now being sold at under half cost. In Calcutta this loss has largely fallen on the European merchants who had paid up smiling, whilst he gathered that in Bombay and Karachi the risk had fallen on Indian houses who had neither paid up nor smiled.

Another class of imports stimulated by the high exchange was machinery. In the eight months, April to November 1918, the imports were 3 crores, in 1919 6 crores and in 1920 12 crores. Whilst the import of piece goods had been checked and would be renewed on a much lower level of values, there were still large quantities of expensive machinery on order which would continue to effect adversely the balance of trade. On the other hand this

machinery was productive, and would either produce goods for export or goods that would take the place in India of commodities that would otherwise have to be imported.

On the other side of the picture the high exchange of last year checked exports and, although the losses fell largely on the overseas market, the consequence had been disputes, disorganisation and disinclination for fresh purchases. The result of all this was that in June the balance of trade swung round against India.

He thought they would all agree that at no distant date, and probably long before any Committee they might appoint could take action, the balance of trade would have swung back in favour of India and they would have a new set of conditions to meet. There seemed to him to be visible signs that the movement had already started.

One of the findings of the Brussels Conference was that it was useless to attempt to construct and put into operation a new currency system so long as the essential data were continuously changing and thus upsetting any equilibrium, however perfect. Something like natural stability must be attained before they should enter into fresh legislation.

Sir Montagu had a child-like faith in the power of Government in spite of all the mistakes of the last few months. Indian trade was undoubtedly very sick and Sir Montagu would suggest a fresh consultation amongst the doctors. Some of them thought that they were now too weak to undergo fresh exploratory operations at the hands of their doctors and would prefer nature to take its course.

But one thing he would urge most strongly upon Government, and that was not to attempt to dam up the flow of economic forces unless next time they were absolutely certain that they had the resources to keep that dam intact. Far better let the currents ebb and flow than risk again a tiny dam.

It was thought by many that if they could get exchange up to 1/8*d*. or 1/9*d*. they would stand a better chance of saving the present difficult situation. He agreed, but it must be remembered

that a rise in exchange would have the effect of lowering the rupee value of fresh purchases and this would quickly re-act on their markets. But if they got their exchange up to 1/8*d.* or 1/9*d.* by artificial means what was to hold it there? His own great fear was that they might have a repetition of last year's violent fluctuations at no distant date when the balance of trade again became favourable to India. Great as their present troubles were, nothing would be more disastrous than a recrudescense of all that exchange gambling that went on last year. Some of them felt that the Currency Commission had made an error in linking the rupee to gold instead of to sterling. Theoretically the Commission's arguments were sound, but logic did not always work out in an imperfect world. The present value of the rupee as linked to gold should be about 2/7*d.*, and presumably that was the point at which the Secretary of State would commence to sell Councils. He would strongly urge the Government to consider whether it would not be better to work on a sterling basis rather than a gold basis and if they had the resources at their disposal, and only if so, whether they should not begin the sale of Councils as soon as the rupee reached sterling parity.

Whether the rupee was ultimately to be fifteen to the pound or ten to the pound or somewhere in between was a question for the future. With the present data to go upon, he doubted whether a committee of archangels, or even a committee of Montagu Webbs, could tell them what was going to happen. But the Bengal Chamber considered that the appointment of such a committee would in itself be a danger. He felt convinced that those traders who were at present unwilling to stand to their obligations would regard the appointment of a committee as the declaration of a moratorium.

Their present troubles were due more to the slump than to exchange fluctuations. Their difficulties were their own and must be overcome by themselves. Government had not the power to help them. Those difficulties would only be met by distributing their losses over as many people as possible, and in that connection time was a wonderful healer.

They sympathised very fully with the troubles of their Bombay and Karachi friends. They had similar problems in Bengal on smaller scale, and they had had to face their own losses, but they were strongly convinced that the present was not the time to upset commerce by further experiments in currency reform. (*Applause.*)

MR MACNAGHTEN (*Bombay*) thought that they all owed a debt of gratitude to the Karachi delegate for stepping in where most of them feared to tread. They had found it exceedingly difficult in Bombay to draft a suitable resolution on this subject to put before the Conference. Sir Montagu Webb had framed a resolution which had led to two very excellent and lucid speeches. If, however, he might venture to criticise in detail such an expert exponent of all matters of exchange, he would say that he did not agree with everything that he had said, because his own reading of the Currency Commission's Report was that the rupee was linked to gold at the rate of 2*s.* gold, and when Sir Montagu had said that Government was giving gold at the rate of Rs. 7 to the pound, it seemed to him that there was some confusion between the fact that Government had given £ sterling instead of £ gold. Government had never pledged themselves to a rate of Rs. 10 to the £ sterling, but to a rate of Rs. 10 to the £ gold ; and it was in consequence of their interpretation of that clause in the Babington-Smith Committee's Report that Government had reduced their rate to Rs. 7.

But he was afraid his Chamber could not support the resolution as it stood, because they did not understand, from their reading of the Report, that a Special Committee could do anything at all in the present juncture. As they had understood the Report, the rupee had been fixed, for good or evil, by the Commission and it was only another Commission that could alter that value. Whether the interpretation put upon the Commission's Report was right or wrong the Bombay Chamber had their own opinion. They in Bombay thought that the interpretation under which Government felt themselves obliged to offer Reverse Councils at 2*s.* 11*d.*, when the market stood at 2*s.* 4*d.*, was very wrong indeed. That view was later on accepted by Government when they attempted to steady the rupee at 2*s.* His Chamber felt that if Government had kept the ordinary Councils at the gold parity, which was roughly 2*s.* 11*d.* at the time, and had simultaneously undertaken to

do everything in their power to support the rupee at 2*s.* sterling, the position at present would have been very different to what it was. Unfortunately Government dissipated a very great deal of their resources by offering Reverse Councils from 2*s.* 11*d.* down to 2*s.* 4*d.*; and when the time came to support the rupee at 2*s.* Government's resources were, as far as was known, at an end. They had very little knowledge of the resources with which Government was able to support the rupee at all, but from what they could see the position was now that they had come to the end of their resources and Government was not able to supply sufficient Reverse Councils to stabilize the market as anything like the 2*s.* rate. As things stood at present they certainly read the Currency Commission's Report as binding Government, not to offer rupees for gold at less than the gold parity of 2*s.*, the practical effect of which was that they could not at the present moment offer ordinary Councils much below 2*s.* 7*d.*, and at that they must leave it. All they could do was to leave it to Government to consider the question of calling another Commission to over-ride the recent Commission when it was thought fit to do so; and, in the meantime, they would ask Government to allow exchange to find its own level through the natural course of trade balances and not to interrupt it with rapid *volte faces* in their application of the Commission's Report. Of these there had been too many in the past year, with the result that the Indian Piece Goods Associations of Bombay and Karachi, sharing in the general bewilderment, had lately put forward a most ill-advised propaganda, and, instead of leaving it to individuals to settle each case as it arose, had put forward an official pronouncement of their point of view to which the Bombay Chamber took the greatest exception, as being a complete and general repudiation of ordinary business methods. He did not touch on the details of Sir Montagu's recommendations which appeared to him both impracticable and beyond the scope of the resolution.

He felt, therefore, as a representative of Bombay that he must oppose this resolution because he did not see that the appointment of a Special Committee could lead to any of the reforms which they desired.

The DEPUTY PRESIDENT observed that, speaking for the Madras Chamber of Commerce, he was entirely in agreement with what the representative from Bombay had said. Like Sir Montagu Webb he had also expected to find that the agenda paper would have been quite full of references to the exchange problem. Madras did not attempt to frame a resolution as they felt sure that they could rely upon something sane being said by the Bengal Chamber. And he thought that they had had a very sane exposition of the matter from Mr. Rhodes. The whole point with regard to this Special Committee was that they did not think it would do any good. They had the Finance Member present, and were waiting with bated breath to hear what he had to tell them on the subject.

THE HON'BLE MR. W. M. HAILEY, *Finance Member of H. E. the Governor-General's Council*, said that he was not sure whether really as an onlooker he ought to try to persuade the members one way or the other with regard to this resolution. He would, however, say, that he had probably known Sir Montagu Webb longer than any member of the Associated Chambers; and his long experience of him (an experience which never failed of appreciation) induced him to call attention to one aspect of Sir Montagu's character which sometimes escaped observation, namely, that he had a strong and unfailing sense of humour. He thought that this sense of humour had led Sir Montagu to come to the meeting to-day, and to put before the members what looked liked a simple resolution for the appointment of a Committee, while he had devoted the substance of his speech to a definite proposal that merchants who had lost over exchange transactions should be compensated by Government.

Now dealing first with the question of the Committee, he shared all Mr. Rhodes' apprehensions to the result of the appointment of another Committee. He felt that it would, as Mr. Rhodes had said, undoubtedly be taken by all persons in difficulty in meeting their contracts simply as a sign of a moratorium, with the result that no genuine effort would be made by them to settle their obligations until that Committee had reported. That would be a long process. In the first place there would be a great difficulty in the composition of such a Committee, because he thought that almost everybody in India would not only be personally

interested in the question, but would be pledged to one position or another in regard to the course to be taken. In the second place there would be a series of discussions with the Secretary of State, who still remained the ultimate and final authority on all questions of this nature. And in the third place he would invite their attention to the fact that, before any steps could be taken which would involve a radical change of policy, and certainly before any steps could be taken which would involve payment of compensation or exchange differences from Government funds they would have to bring the matter before the Legislative Assembly. Many months would therefore elapse before they could hope to arrive at any decision; and in the meanwhile adjustment of import commitments would be at a standstill.

Now as to the second proposition, which he thought really constituted the substantive proposal which Sir Montagu Webb had put before the meeting, Sir Montagu Webb had given the past history of the currency trouble; he had agreed with everything that had been done by Government up to December 1919. His complaint began not with the report of the Babington-Smith Committee, but with the way in which Government (perhaps he ought to say the way in which the Government and the Secretary of State together) gave effect to the recommendations of the Committee. There was no doubt on one point, and that was that the interpretation which the Government placed upon the recommendations of the Committee, in regard to the rate at which Councils should be sold, was the correct one. They had carried out the recommendations of the Committee, and no member of the Committee had ever criticised the rate adopted. Sir Montagu Webb had related at some length, and with some scorn, the result of selling Reverse Councils, the sudden change introduced in the market, the violent speculation which followed, and the further consequences involved in stimulating the import trade. With the greater part of the picture drawn he (the Speaker) could not quarrel. But if the Government were wrong in their anticipation of the course of the balance of trade he urged that they had erred in good company. Perhaps the strongest supporter of the Government in the sale of Reverse Councils was Sir Montagu Webb's

own Chamber. Not only had the Government received the strongest encouragement from that Chamber to go on selling Reverse Councils, but when he (the Speaker) visited the Karachi Chamber the latter urged the Government to go on selling Reverse Councils even if they had to raise a loan to do so. He made no complaint whatever that the Chambers of Commerce had not put the Government right on the situation regarding the turn in the balance of trade.

The Currency Committee had based their recommendations on two beliefs. They believed that silver would continue high, and they believed that India, as an exporter, controlled the supply of so many necessary commodities that the balance of trade would continue strongly in favour of India. Probably everybody here, when the Currency Committee's report had been issued, was very much under the same impression, or as some wiseacre after the event, would say, misapprehension, regarding the future course of the export trade in India. It was because continental buyers had failed them, because the Japanese demand had broken down, that the situation with regard to currency had been turned against India. He did not believe that the trouble could be attributed to the demand for remittance caused by the high value placed on the rupee. That demand actually began before the Committee reported, and it was not in any case the determining factor. He thought that they would have to leave to history the question whether they were guilty of a mistake in appreciating the course of trade, and the majority of expert opinion in India would have to share with them the credit or discredit, of the verdict. Sir Montagu Webb had gone on to say that because of the failure to maintain the exchange rate supported by Government, the latter had in some quarters been held to be guilty of a breach of faith to Indian merchants. He (the Speaker) denied entirely that anyone could justly bring this charge of breach of faith against Government. Throughout, the Government had made it perfectly clear that though they would try to support the new ratio set up, their resources for doing so were not unlimited. They had made it clear again and again that, although they were trying to set up a new ratio, they were unable to prophesy as to the future course of sterling exchange. It was obvious to everybody who had studied

currency problems that the permanent stabilisation of a new ratio was a matter that could not be attained immediately ; it might be spread over years, such as was the stabilisation of the fifteen rupee ratio. He maintained therefore that they had been guilty of no breach of faith at all.

As to the concrete proposition that Government should compensate importers to the extent of the difference between the market rate and an assumed rate of two shillings sterling, Mr. Rhodes had very rightly pointed out that there were a number of merchants, particularly in Calcutta, who had stood up to their losses, and met their commitments. Everybody must be full of admiration, not only for the strength of the resources which enabled them to do so, but even more for the exhibition of sound commercial morality which had actuated them. The policy of repudiation which had been openly announced in some quarters was, he thought, one of the worst things that could have happened to India. The Conference had on its proceedings a resolution relating to international credits ; he wondered what would be the international credit of India if a large section of Indian traders, partly as the result of a political move, were to maintain their assertion that they would not meet their contracts. But leaving out the political aspect of the question, and regarding it only as a practical problem he had to admit that many import traders were in serious difficulties. There had been expressed to-day apprehensions of a financial crisis : how far such apprehensions were genuine it was difficult to say. Bombay had been full of these apprehensions from April last, but so far they had not seen the crisis arrive. Calcutta in November last was full of apprehensions, though he believed the feeling was less strong in Calcutta to-day. But, assuming that the apprehension was justified, he could not himself believe that the particular remedy suggested by Sir Montagu Webb was either feasible or reasonable. Grant for a moment that they were to announce a policy of that kind, then they would in the first place have to insist that they should go right away back to the time when importers had effected their contracts under the new conditions of exchange. If they had to take two shillings as a basis, importers who happened to make a profit at a higher rate would certainly have to give back to the tax-payer such profit. Then as

to the people who had stood up to their contracts, were they to be compensated and what justification could be given to the tax-payer for compensating them? But, above all, there was the initial objection to accepting the principle—a principle of the most far-reaching consequences—that any trade, or any one section of a trade, should be compensated at the general expense, on account of trade losses. He was, as a visitor, not entitled to ask the delegates to vote one way or another: but he could give them his own personal impression as to the inutility, either of appointing a Committee, or of taking that step in regard to compensation which had been put before the meeting by Sir Montagu Webb—a proposal which he (the speaker) really felt formed the substantive part of the resolution; and he had confined himself strictly to these points. (*Applause.*)

Sir Montagu Webb said that he would like first of all to clear up a little misapprehension with regard to the significance of the resolution which the Karachi Chamber had proposed. It had been the intention of the Karachi Chamber when drafting the resolution that the Conference should appoint its own Committee, consisting of certain members round the table, to ascertain if anything could be done to relieve the difficulties that existed at the present time. It was not the intention of the Karachi Chamber that Government should appoint a Committee, but that the Conference should, and that the Conference should take advantage of the fact that representatives of Government, including the Hon'ble Finance Member, were present, to discuss in sub-committee whether it was possible to find any means of relieving the situation. That, he thought, had not been clearly understood by the Conference, and he confessed that the proposed resolution was by no means clear. Whether they would discover any solution by a Select Committee sitting round the table he was not in a position to say, but he felt personally that there would be no loss if Bengal, Bombay and the other Chambers met in Committee and discussed the situation. He gathered from Mr. Rhodes's remarks that the attitude of the Bengal Chamber was rather that no good could be done by further enquiries, and that they had much better leave things as they were at present. He might say, in passing, that he could not find in Mr. Rhodes's speech any indications of that

initial insanity which it was suggested overtook all people who studied the currency question: on the contrary Mr. Rhodes's exposition was remarkably clear, and he (the speaker) found himself in agreement with most of Mr. Rhodes's remarks except on one point, and that was that Government had no power to help. He (the speaker) would say that Government had at that moment £37,500,000 in the gold standard reserve, especially accumulated in that reserve with the special object of supporting exchange. He did not see how in those circumstances it was possible to say that the Government had no power to help, or, as Mr. Macnaghten had said, that Government had come to the end of their resources. Mr. Macnaghten had referred to the fact that the Babington-Smith Committee had suggested that the rupee should be linked to gold, and he had said that there was doubt in the minds of some members of the Conference as to whether it would not have been better to have tried to link the rupee to sterling rather than to gold. Personally he felt that the Babington-Smith Committee were perfectly right. Of course they were going to endeavour to link the rupee to gold. But here was the point. Did anybody, had anybody, outside the India Office, ever supposed that they could link paper to gold by a stroke of the pen? That was where the whole blunder came in. Mr. Macnaghten had said that, in view of the Babington-Smith Committee's Report, Government had no option but to start straightaway and link the rupee to the gold; but he (the speaker) would draw his attention to the fact that he held in his hands a Government publication which stated that the Babington-Smith Committee's recommendations had been accepted by the Secretary of State as indicating "the goal to which the Indian Administration should be directed." The goal was not expected to be reached in the first five minutes. The Hon'ble the Finance Member had himself pointed out that to arrive at parity between gold and paper, even in England, was propably a matter of a considerable number of years, and everybody would agree that to link the rupee to gold would also be a matter of a considerable number of years. He was unable himself to prophesy as to how many years it would be before the rupee could be linked to gold, but he would venture to submit that there would be no doubt whatever that the Currency Committee were

perfectly right and that the goal to which Government should aim was the linking of the rupee to gold and not to anything else. He had nothing further to say than to repeat that the resolution put forward by the Karachi Chamber intended that the Conference should appoint a Committee to investigate whether any course could be wisely started to alleviate the situation. In Calcutta, it was customary for importers to work mainly in rupees. But on the other side of India and up in the north, as well as down in the south, there was a portion of the mercantile community who worked in sterling, very largely in Bombay and in a smaller degree in Karachi. Those dealers were in very great difficulties and it was a question whether the Chambers could do anything to assist them. If one saw a fire in a house next door to one, one might be inclined to say, "it is nothing to do with us; let those concerned put it out." But when there was a possibility of one's own house being set on fire through the one next door, then it was very necessary to help to put out the other man's fire in one's own interests. The Karachi Chamber had suggested a Committee, and with that explanation before them he hoped that the Conference would support his resolution. (*Applause.*)

THE DEPUTY PRESIDENT, in summing up the debate, said that if Sir Montagu Webb had made it clear at the outset that what he meant by a Special Committee was a Sub-Committee of this Conference it might have changed the whole tenor of the discussion. He would venture to ask Sir Montagu Webb to withdraw his resolution, for this reason, *viz.*, that they had actually ventilated the subject matter of his resolution more or less as a Sub-Committee round the table. The Finance Member had heard the views expressed, and had even made some concrete suggestions for alleviating the trouble. Karachi had suggested putting exchange up to 2*s.* Bengal had suggested that splitting the difference at 1*s.* 8*d.* would have a very good effect. Would it meet Sir Montagu Webb's wishes, and the wishes of the Conference, if they forthwith published this discussion in the papers? It would show to the market at large that the Conference disapproved of dishonouring contracts. It would prove to the public at large that the Conference had considered the matter earnestly and carefully, and had made some suggestions. It would prove also that the

Conference saw very little day-light in the matter at present. It seemed to him that a Sub-Committee of this Conference could do very little good, but if what he had just said did not represent the mind of the Conference he would have no alternative but to put the resolution to the meeting.

SIR MONTAGU WEBB observed that the Hon'ble Mr. Hailey had remarked that Karachi had been most prominent in pressing upon Government the continuous sale of Reverse Councils. That was perfectly true. The Karachi Chamber, not once but half a dozen times, had wired to Government to sell Reverse Councils ; but not at 2*s*. 10*d*. They had repeatedly wired urging that sales of Reverse Councils at rates based on gold served no useful purpose, and merely frittered away Government's sterling resources in London. The speaker read one of the telegrams in question from the Karachi Chamber of Commerce to the Government of India, urging that no further sales of Reverse Councils should be made above 1*s*. 11$\frac{29}{32}$*d*. and added that that was the policy of the Karachi Chamber. He would be pleased to act on the suggestion of the Deputy President, and would, with the permission of the Conference, withdraw the resolution as the subject had now been well ventilated.

The resolution was accordingly withdrawn.

# APPENDIX **E-5.**

## EMBARGO ON THE EXPORTATION OF FLOUR.

No. 578-A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON, ROYAL EXCHANGE,
Calcutta, 2nd June 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—In submitting the marginally noted letter and its enclosure for the consideration of your Chamber, I have to request that you will be good enough to

Letter, dated the 17th May, from the Punjab Chamber of Commerce with enclosure.

avour me with an expression of opinion as to whether the Association should support the representation made by the Punjab Chamber to the Government of India.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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No. 294.

PUNJAB CHAMBER OF COMMERCE,
DELHI, 17th May 1920.

The SECRETARY,
THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,
Calcutta.

*Embargo on the Exportation of flour.*

Dear Sir,—I am directed to enclose herewith a copy of the representation this Chamber has addressd to the Government of India on the above subject. My Committee will feel obliged if you will kindly accord it such support as is possible in the circumstances.—Yours faithfully,

P. MUKERJEE,
Honorary Secretary.

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LETTER No. 295, dated the 17th May 1920.

From—The Honorary Secretary, Punjab Chamber of Commerce, Delhi ;

To—The Secretary to the Government of India, Department of Revenue and Agriculture, Simla.

*Flour Milling Industry in India.*

I am directed to invite your attention to the disabilities under which the flour milling industry in Northern India is suffering owing to the action of the Government of India in continuing the embargo on exports of flour to foreign ports and treating it on the same lines as wheat. My Committee have given the matter their careful consideration and have come to the

conclusion that in the interest of the general consumer and the milling industry, the present embargo on export of flour should be raised. The reasons which have influenced my Committee are briefly given below :—

(*a*) The staple food of the people is atta and not flour ; in the milling process flour, atta and bran are made in the same operation. Flour is used generally on the occasion of festivals or in marriage ceremonies. According to the laws governing the period of Hindu marriages the ensuing eighteen months or so was a close season, when no marriages may be celebrated. The consumption of flour in the country, therefore from June onwards will be very small and unless there is an outlet for flour mills will be obliged to work shorter hours, thus curtailing the production of atta and bran which were both consumed entirely in the country. Reduction in the mill hours will mean dearer price for atta which the Punjab Chamber consider would be very undesirable.

(*b*) My Committee entirely agree that that the present embargo on the export of wheat should be maintained until the end of the monsoon to ensure cheap food for the people, but the full effect of such fall will not reach the consumer if the price of atta rises owing to the mills working shorter hours.

(*c*) My Committee realise that high prices of foodstuffs are at the root of many troubles which confront the Government and it is highly desirable that every effort be made to reduce them for the consumer. Raising the embargo on export of flour, my Committee feel confident, will not affect the price of wheat as the capacity of the mills is limited and their consumption of what cannot increase appreciably in the future.

In conclusion, my Committee would urge an early decision in the matter as the milling industry and the consumer are both vitally concerned.

No. 1214/161. of 1920.

CHAMBER OF COMMERCE,

Bombay, 25th June 1920.

The SECRETARY,

THE ASSOCIATED CHAMBERS OF COMMERCE OF

INDIA AND CEYLON,

Calcutta.

Dear Sir,—I am directed to acknowledge receipt of your letter No. 578-A. C., dated the 2nd June 1920, and its accompaniment, upon the subject of a representation made by the Punjab Chamber to the Government of India urging the raising of the embargo at present in force upon the export of flour.

2. In reply I am to state that the grounds upon which the Punjab Chamber base their representation have received the careful consideration of my Committee and that, while they cannot criticise the Government of India's policy of retaining foodstuffs in the country, they are of opinion that the Association might support the Punjab Chamber's representation to the extent of recommending that the free export of flour should be allowed as soon as it is possible to reduce in any way the embargo upon wheat.

3. At the same time I am to suggest that the Government of India might be urged, as an immediate and temporary measure, to permit the free export of flour, to an extent not in excess of the average amount exported in former years, to those countries which, in the past, have been dependent upon India for their supplies. Such permission, in the opinion of my Committee, would not affect materially the position as regards wheat, but, at the same time, would assist the flour mill industry.—Yours faithfully,

C. B. SAYER,

Acting Secretary.

No. 712-A. C.

The ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,
ROYAL EXCHANGE,
Calcutta, 15th July 1920.

The SECRETARY, CHAMBER OF COMMERCE.

Dear Sir,—In continuation of my letter, dated 2nd June, I am directed to send you a copy of the undernoted letter which has been addressed to the Punjab Chamber of Commerce on this subject.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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No. 709-A. C.

The ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,
ROYAL EXCHANGE,
Calcutta, 15th July 1920.

The HONORARY SECRETARY, CHAMBER OF COMMERCE,
Punjab.

Dear Sir,—I am directed to refer to your letter No. 294, dated 17th May 1920, with which you forwarded a copy of a representation made by your Chamber to the Government of India, on this subject.

2. You recommended that the embargo on the exportation of flour should be raised, and you adduced reasons in support of this recommendation. In reply I am to say that the members of the Association have been consulted on the subject, and that copies of your letters have been submitted to them. Their views have now been received, and have been considered by the President. While several of the Chambers support your recommendation, the balance of opinion is to the effect that the free export of flour should be allowed only when it is possible to reduce in any way the embargo upon wheat. This being the position, the President feels that the Association would not be justified in addressing the Government of India in support of your recommendation for the immediate raising of the embargo.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

No. 921-A. C.

The ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,

ROYAL EXCHANGE,

Calcutta, 23rd October 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—Adverting to my No. 578-A. C., dated 2nd June 1920, I am now directed to hand you, for information and for expression of the opinion of your Chamber, a copy of a letter, dated 12th October, from the Punjab Chamber of Commerce, in this connection.—Yours faithfully,

H. M. HAYWOOD,

Secretary.

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No. 610.

PUNJAB CHAMBER OF COMMERCE,

Delhi, the 12th October 1920.

The SECRETARY,

The ASSOCIATED CHAMBERS OF COMMERCE

OF INDIA AND CEYLON, ROYAL EXCHANGE,

Calcutta.

Dear Sir,—I am directed to invite your kind attention to your letter No. 709-A. C., dated the 15th July last, regarding the embargo on the exportation of flour.

In para. 2 of the letter you mention, "while several of the Chambers support your recommendation, the balance of opinion is to the effect that the free export of flour should be allowed only when it is possible to reduce in any way the embargo upon wheat." Now that the Government of India have decided to permit the export of 400,000 tons of wheat, I am directed to request you to

kindly move the Government of India to take necessary steps for raising the embargo on the export of wheat flour also.—Yours faithfully,

P. MUKERJEE,
Honorary Secretary.

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No. 1978/161 of 1920.

The CHAMBER OF COMMERCE,
BOMBAY, 2nd November 1920.

THE SECRETARY, The ASSOCIATED CHAMBERS OF COMMERCE OF INDIA & CEYLON, ROYAL EXCHANGE,
Calcutta.

Dear Sir,—I am directed to acknowledge receipt of your letter, No. 921-A. C., dated the 23rd October 1920, and enclosure, and in reply to state that my Committee are strongly of opinion that the representation made by the Punjab Chamber should receive the whole-hearted support of the Associated Chambers.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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No. 1021-A. C.

The ASSOCIATED CHAMBERS OF COMMERCE OF INDIA and CEYLON,
ROYAL EXCHANGE, CALCUTTA,
3rd December 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—Referring to my No. 921-A. C., I am now instructed to hand you the attached copy of a letter to the Government of India, in the Department of Revenue and Agriculture, on this subject.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

No. 1018-A. C.

THE ASSOCIATED CHAMBERS OF
COMMERCE OF INDIA and CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 3rd December 1920.

The SECRETARY to the GOVERNMENT of INDIA,
DEPARTMENT of REVENUE and AGRICULTURE.

Sir,—I am directed to invite a reference to a letter, No. 295, dated 17th May 1920, from the Punjab Chamber of Commerce to your Department on the subject of the embargo on the exportation of flour from India.

2. It will be within your knowledge that, in the milling interests, the Punjab Chamber urged that the embargo should be raised. The recommendation was considered at the time by the Associated Chambers, and the balance of opinion was to the effect that the free export of flour should be allowed only when it was possible to reduce in any way the embargo upon wheat. Now that the exportation of wheat is to be permitted to the extent of 400,000 tons it appears to the Associated Chambers that the time has come when the exportation of flour might also be permitted. They have accordingly instructed me to bring the matter to the notice of your Department, and to urge that it should be taken into consideration.—I have, etc.,

H. M. HAYWOOD,
Secretary.

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No. 1039-A.C.

THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA and CEYLON, ROYAL EXCHANGE,
CALCUTTA, 18th December 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—In continuation of my No. 1021-A. C., dated 3rd December 1920, I am directed to hand you herewith a copy of a letter, No. 1080-F.S, dated 13th December, from the Government of India, Department of Revenue and Agriculture, (with enclosure) on this subject.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

LETTER No. 1080-F. S., dated 13th December 1920.

From—The Government of India, Department of Revenue and Agriculture.

To—The Associated Chambers of Commerce of India and Ceylon.

I am directed to acknowledge the receipt of your letter No. 1018-A. C., dated the 4th December 1920, on the subject of flour export and to enclose copy of the reply sent to the Punjab Chamber of Commerce in reply to their letter of the 17th May to which you refer. The Government of India regret their inability to remove the embargo on the export of wheat flour from India. They have, however, in consideration of the release for export of 400,000 tons of wheat, already decided to permit the export of a further quantity of 8,000 tons of wheat flour during the present quarter from each of the ports of Karachi, Bombay and Calcutta or 24,000 tons in all. The total quantity of flour allotted for export during the present year, therefore, amounts approximately to 86,000 tons which compares favourably with the average exports of flour during the three pre-war years of 67,000 tons. The Government of India consider that this allotment should provide a sufficient outlet for the surplus stock not ordinarily consumable in India. The decision to increase the allotment was communicated to the Punjab Chamber of Commerce on the 19th October last.

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*Copy of a letter No. 543 F. S., dated the 10th June 1920, from the Deputy Secretary to the Government of India, Department of Revenue and Agriculture, Simla, to the Honorary Secretary, Punjab Chamber of Commerce, Delhi.*

In continuation of this office letter No. 514-F. S. of the 27th May, I am to say that the Government of India are unable to accept the argument put forward on behalf of the flour milling industry that the removal of the embargo on export of flour would alleviate the price of atta to the consumer.

2. The Government of India are aware that owing to the restrictions on the export of wheat, the prices of wheat and flour in India have been forced much below the prices prevailing in foreign markets. If, as is implied in paragraph (c) of your letter, mills are now working to their full capacity, the opening up of more profitable markets for flour abroad would only induce mills to increase their normal output of flour at the expense of atta, and so reduce the supply of atta to the detriment of the consumer of that article in India.

3. Judging from present prices of flour, atta and bran as compared with the price of wheat, the Government of India can see no reason for believing that the Flour Mills cannot profitably maintain their normal output of these articles. You, however, anticipate in paragraph (a) of your letter that, owing to a reduced demand for flour from June onward, mills may be obliged to work shorter hours. It is true that in these circumstances, if the mills by obtaining a larger market for flour were enabled to work to their utmost capacity, the price of their products would be cheaper as their working expenses would be less. But there can be no guarantee that supplies of atta would be increased and in fact the mills under the influence of the greater demand for flour would naturally increase the proportion of outturn of flour, not of atta. Further, it is obvious that an increase in the mills output to meet foreign demands would inevitably lead to an increase in their demand for wheat and the price of that article would, therefore, rise to the disadvantage of the ordinary consumers of hand-ground atta who are much more numerous than the consumers of mill products. Your letter, moreover, does not discuss the possibility of re-adjusting the outturn of the mills, so as to produce a greater proportion of atta and a smaller outturn of flour than at present. The Government of India understand this to be possible, and, on a consideration of prices and feasible outturns, do not anticipate that such a re-adjustment would render it impossible for the mills to work at a profit, while it should operate for the benefit of the consumers of atta.

4. The average exports of flour from India during the three years 1912-13 to 1914-15 before control was introduced were

67,000 tons. During the three years 1916-17 to 1918-19 exports of flour were as follows :—

| | 1916-17. | 1917-18. | 1918-19. |
|---|---|---|---|
| On private account .. | 70,156 | 71,568 | 30,941 |
| On military account .. | 11,874 | 57,682 | 63,666 |
| Total .. | 82,030 | 129,250 | 94,607 |

The allotments for exports of flour during the present year amount to nearly 62,000 tons, excluding exports on military account. The outlet abroad already provided for flour is therefore nearly equal to the average of prewar exports while the exports of flour during the past three years have been enhanced mainly by military requirements connected with the war and are abnormal. It has been ascertained that the total number of Roller Flour Mills in India is 49 with an annual wheat capacity of some 950,000 tons have come into existence since the war. It will be seen that, if the average outturn of flour be placed at so low a proportion as 50 per cent. the export trade in normal times constituted only some 15 per cent. of the total output of flour by the mills. The allotment made this year affords an outlet for 13 per cent. of the flour output of all the 49 mills. In the circumstances there appears to be no reason why the consumer of atta should be injuriously affected by the present restrictions on export, and it has been shown above that, in the opinion of the Government of India, he will not be injuriously affected by the continuance of these restrictions.

## APPENDIX E-6.

## INTERNATIONAL FINANCIAL CONFERENCE AT BRUSSELS.

TELEGRAM No. 5545, dated 24th August 1920.

From—Commerce Department of the Government of India, Simla.

To—Chamber of Commerce, Bombay.

Following from Froom, begins, Bengal Chamber have telegraphed recently Secretary State urging necessity all possible steps be

taken increase Indian exports and recommended India's Delegates at Brussels Conference should endeavour arrange provision increased outlets for Indian produce such as tea, hides, and jute "Commerce" also telegraphed Secretary State supporting Bengal Chamber and added cotton export from Bombay. It is now proposed to add oilseeds from Bombay. Please ascertain and telegraph position oilseeds stocks in Bombay and upcountry and whether large quantities available for prompt export event of demand from Europe. After consultation with Purshotamdas also telegraph similar information cotton. Purshotamdas has had correspondence with Government India regarding cotton position please treat this as urgent, ends.

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TELEGRAM No. 1591-80, dated 26th August 1920.

From—Chamber of Commerce, Bombay.

To—Chamber of Commerce, Calcutta.

Please telegraph copy your recent cable to Secretary of State urging necessity all possible steps be taken increase Indian exports.

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TELEGRAM No. 2455, dated 27th August 1920.

From—Bengal Chamber of Commerce, Calcutta.

To—Chamber of Commerce, Bombay.

Yours 26th, our cable 23rd July Secretary of State, begins, Bengal Chamber of Commerce consider it advisable that all possible steps be taken to increase Indian exports in order to improve exchange position. They therefore urge that in discussing question of credit facilities to promote shipments to Europe India's delegates at Brussels International Economic Conference should endeavour to arrange for the provision of increased outlets for Indian produce such as tea, hides and jute reserving right to ration raw material within the Empire in event of demand exceeding supply, ends.

TELEGRAM No. 1596-114, dated 27th August 1920.

From—Mr. H. P. W. Macnaghten, Deputy Chairman, Bombay Chamber of Commerce.

To—Hon'ble Mr. A. H. Froom, Hotel Cecil, Simla.

Oilseeds, Rallis consider not much room for large exports from Bombay, owing to small supplies. About eighteen thousand tons in Bombay hundred and seventy thousand tons in districts. Cotton, in consultation with Purshotamdas, consider large stocks available for prompt export. Carry over first September probably twelve lakhs Bombay excluding stocks up-country. Stocks mostly inferior quality and short staple. Market prices declined during July inducing some enquiry from Continent and Japan but advanced lately on this enquiry and owing to fears for Monsoon. Consider assistance to move low grade cotton to Europe desirable. Shall we telegraph Secretary State supporting Calcutta.

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TELEGRAM No. 5691, dated 28th August 1920.

From—Commerce Deparment of the Government of India, Simla.

To—Chamber of Commerce, Bombay.

Macnaghten's Telegram to Froom dated twenty-seventh August, could you also give us information regarding stocks of manganese ore available for export from Bombay and could you say what proportion of these stocks could be made available for continental countries in event of credit facilities being arranged. Presume that owing to present shortage of manganese ore in Bombay and demand from United Kingdom that our delegates should not make any offers at Brussels Conference regarding manganese ore. This telegram drafted in consultation with Froom who wishes to say with reference to last paragraph of Macnaghten's telegram that Government of India in telegraphing to Secretary of State will mention that Bombay Chamber has been consulted. In the circumstances Froom does not think separate telegram from your Chamber necessary.

TELEGRAM No. 1606-166, dated 30th August 1920.

From—Chamber of Commerce, Bombay.

To—Commerce Department of Government of India, Simla.

Your telegram 28th, stock of manganese ore in Bombay is approximately 57,400 tons all sold and awaiting shipment. Demand already sufficient to absorb all supplies that can be brought to Bombay by rail. No need therefore to arrange credit facilities as regards manganese ore.

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TELEGRAM No. 5730, dated 30th August 1920.

From—Commerce Department of Government of India, Simla.

To—Chamber of Commerce, Bombay.

Continuation my telegram twenty-eighth August, please also inform us whether your Chamber desires us to mention myrabollams in our telegram to Secretary of State. If so please give us an indication of amount of stocks available for export to Continental countries in Europe.

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TELEGRAM No. 1628-200, dated 2nd September 1920.

From—Chamber of Commerce, Bombay.

To—Commerce Department of Government of India, Simla.

Your telegram thirtieth August. Stock of myrabollams in Bombay is approximately ten thousand tons. Impossible to sell at present owing to heavy stocks United Kingdom. Majority stocks Bombay available for export to Continental countries and credit should be arranged. Committee recommend similar representation made in case of hemp. Stock in Bombay about twenty thousand bales and position same as myrabollams.

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No. 6434.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE,

SIMLA, the 21st September 1920.

The SECRETARY, CHAMBER OF COMMECE,

Bombay.

Sir,—I am directed to acknowledge, with thanks, the receipt of your telegrams dated the 30th August and 2nd September 1920, on the subject of the provision of increased outlets for Indian exports.

2. The Government of India have now asked His Majesty's Government to instruct the Indian delegates at the Brussels Economic Conference to try to arrange for the disposal of oilseeds, myrabolams, hemp and manganese ore to Continental countries if credit facilities can be arranged. As your Chamber is already aware, the Right Hon'ble the Secretary of State for India was asked some time ago to take all possible steps to increase export of cotton, tea, hides and jute from India.—I have etc,

E. C. ANSORGE,
Deputy Secretary to the Government of India.

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No. 2960-F.

GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
DELHI, the 20th November 1920.

THE SECRETARIES of all CHAMBERS OF COMMERCE.

Sir,—I am directed to enclose, for the information of your Committee, 12 copies of the Report of the Delegates for India to the recent International Financial Conference held at Brussels.

2. It is understood that the resolutions accepted by the Conference will shortly be considered by the League of Nations, and meanwhile the Government of India will be glad to receive any observations which your Committee may desire to offer with regard to them. It will be observed, however, that most of the resolutions merely register the unanimous adherence of the Conference to certain canons of sound public finance, and set forth certain generally accepted principles, in the light of which India may justly claim that her public finance has been consistently administered.

3. Apart from the recommendations of general application, this country is specially interested in those relating to international credits, and I am particularly to invite the attention of your Committee to the scheme referred to in paragraph 8 of Appendix A, Enclosure IV, and set forth as Annex A, thereto. The Government of India are disposed cordially to welcome any endeavour to work out a scheme of international credits, the importance of which to India's export trade need not be emphasised. They think, however, that it is essential that for any such scheme to be of practical value so far as India is concerned, the bonds in question

must be fully negotiable, and for this reason your Committee will probably agree with them that the amplifications suggested by Sir Marshall Reid, as printed in Appendix H, are an improvement.

4. The present depression in the export trade is no doubt partly due, in the case of some exports, to the existence of large unused stocks in foreign countries, but in the case of other exports, it is probably due to the lack of credit facilities. It is as regards the latter class of exports that a scheme such as that put forward at the Brussels Conference may be of value. I am accordingly to invite the opinion of your Committee, firstly, as to how far any such scheme is likely to assist the various export interests represented in your Chamber, and secondly, whether your Committee have any criticisms or suggestions to make regarding the practical details of the scheme adumbrated by Sir Marshall Reid in Appendix H. In the event of a scheme on such lines proving practicable and finding general acceptance among the nations represented at the Conference, the Government of India will then consider the question of participating therein to the extent of accepting responsibility for some definite share of the international guarantee.

5. The Government of India have expressed to the Secretary of State their appreciation of the able way in which India was represented in Brussels by her delegates, Mr. H. F. Howard, Sir Marshall Reid and Sir Fazulbhoy Currimbhoy.—I have, etc.,

E. M. COOK,

Offg. Secretary to the Government of India.

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REPORT OF THE DELEGATES FOR INDIA.

The International Conference was conveyed by the League of Nations "with a view to studying the financial crisis and looking for the means of remedying it and of mitigating the dangerous consequences arising from it." The original intention was that the Conference should be held about the end of May 1920, but it was, for various reasons, postponed, and it finally assembled at Brussels towards the end of September under the presidency of M. Gustave Ador, ex-President of the Swiss Republic. In all no less than 39 States were represented, and the Conference held 17 sittings, commencing on the 24th September and concluding on

the 8th October. In the invitations issued to the members of the League of Nations the Council of the League requested that each Government should send not more than three delegates conversant with public finance and banking as well as with general economic questions. The delegates appointed to represent India were :—

Mr. H. F. Howard, late Secretary to the Government of India (Finance Department) and at present Controller of Finance, India Office.

Sir Marshall Frederick Reid, late Member of the Council of the Secretary of State for India, and previously Chairman of the Bombay Chamber of Commerce.

Sir Fazulbhoy Currimbhoy, a prominent Member of the Bombay business community, late President of the Bank of Bombay, and for several years a Member of the Viceroy's Legislative Council.

2. The Conference was opened by an address by the President M. Ador. Copies of this, as also of the general proceedings of the Conference, have been submitted as the Conference proceeded, and the conclusions arrived at by the Conference embodied in its report (Appendix A). It will, therefore, be sufficient in the present to give a brief outline of the proceedings, merely referring to matters of special interest from the point of view of India. The address by the President was followed by the presentation of written statements from each country setting out its general financial situation, including its budget situation, internal and external debt, currency, exchange, foreign trade, import and export restrictions, exchange control, etc., and the present policy of each Government on these questions. These statements were introduced by each delegation in a brief speech. Many of these statements were of much interest, and the bulk of the delegations were at pains to show the efforts which their countries were making to arrange their finances, etc., on sound lines.

3. While fully realising the difficulty of many of the problems with which India has to deal at the present time as the aftermath of war, the Indian delegation could not fail to be impressed with her great inherent financial and economic strength, if her position

be compared with that of the bulk of the participants in the Conference. To quote from the opening sentence of the Conference resolutions: "Thirty-nine nations have in turn placed before the International Financial Conference a statement of their financial position. The examination of these statements brings out the extreme gravity of the general situation of public finance throughout all the world, and particularly in Europe. There import may be summed up in the statement that three out of every four of the countries, represented at this Conference, and 11 out of 12 of the European countries, anticipate a budget deficit in the current year." Apart, too, from the fact that India has emerged from the war with her resources relatively unimpaired, she stands in a special position at the present time and possesses special opportunities, inasmuch as she has a surplus of important commodities to dispose of, whereas many countries are suffering from a deficiency of foodstuffs and raw materials and from a depreciation of their currencies which make it impossible to carry on the normal process of production or even to set its machinery once again in motion.

Appendix A, Enclosure I.

4. The written statement (Appendix B) of the delegates for India, while briefly reviewing her financial situation, brought out the fact that she is able to export considerable supplies of various commodities as regards which the Government of India had furnished information, and Mr. Howard in his speech (Appendix C) emphasised that she is anxious so to assist the world's reconstruction by doing so, provided that satisfactory financial arrangements can be made.

5. Apart from the above review of the financial and economic situation of the various countries, the main business of the Conference consisted in a discussion on financial policy. The field was subdivided into the four following subjects, a separate debate on each subject being opened by the Vice-President whose name is noted against it:—

| | | |
|---|---|---|
| (1) Public Finance | .. | Hon. R. Brand, England. |
| (2) Currency & Exchange | | Dr. Vissering, Holland. |
| (3) International Trade | | M. de Wouters d'Oplinter, Belgium. |

(4) International Credits M. Celier, France.

6. In opening the first debate Mr. Brand gave a striking address setting out the correct principles which should govern the conduct of public finance. Mr. Howard had submitted his name to speak on this debate, as the acceptance of the principles set out by Mr. Brand appeared to be of fundamental importance from the point of view of the re-establishment of international credit, in which India is vitally interested; but as these principles were not questioned in any quarter, he considered it sufficient to confine himself to a few remarks Appendix D noting the universal acceptance with which principles had met.

7. In the debate on currency and exchange the delegates were in full accord with the views stated by Lord Cullen, representative of Great Britain, and considered it unnecessary to intervene. A paper read by Mr. Strakosch, delegate for South Africa, with regard to the future of gold, possesses special interest for India (Appendix E).

8. In the debate on international trade the question of tariff was touched on, and it seemed possible that this might be made an important issue. Sir Fazulbhoy Currimbhoy accordingly intervened in the debate to emphasise that while India was anxious to co-operate in the world's reconstruction, there was a strong body of public opinion in India which favoured a policy of protection for her industries, and he urged that the question of tariffs should be excluded from discussion as not relevant to the matters actually at issue. A copy of his remarks is appended (Appendix F).

9. Special interest centred in the debate on international credits, since this afforded an opportunity for constructive measures. The Conference had before them numerous schemes varying widely in scope and apparent practicability. That of M. Delacroix, Prime Minister of Belgium, had perhaps attracted most attention, and formed a starting opoint of discussion. It was, however, generally felt that his proposals were on too ambitious a scale, and the Indian delegates think they are correct in stating that Sir Marshall Reid (*vide* copy of his speech at Appendix G) focussed the general sense of the Conference in urging that what was required for the purposes of reconstruction was not the setting

up of entirely new, expensive and untried machinery, but an attempt to repair and lubricate the machinery which was already existing though it had in large measure fallen into disuse. This point of view was further developed by Mr. C. E. ter Meulen (Holland), and a scheme outlined by him formed the basis of discussion later.

10. After the formal debates in plenary session, the separate heads of discussion were referred to general committees for the purpose of preparing draft resolutions for the adoption of the Conference. On these committees each country was allowed one representative, India's representation being as follows :—

| | | |
|---|---|---|
| (1) | Public Finance .. | .. Mr. Howard. |
| (2) | Currency and Exchange | .. Sir Marshall Reid. |
| (3) | International Trade | .. Sir Fazulboy Currimbhoy. |
| (4) | International Credit | .. Sir Marshall Reid. |

Each committee in turn selected from its members a small "drafting committee," which was entrusted with the active preparation of the drafts for consideration of the main committees. Sir Fazulbhoy Currimbhoy and Sir Marshall Reid were selected to serve on the drafting committees in the case of International Trade and International Credit, respectively. The draft resolution so prepared were, after approval by the main committees, presented to the Conference and passed without a dissentient vote.

11. The resolutions of the Conference (of which copies will be found as Enclosures I, II, III and IV of Appendix A) have already been published. The delegation found themselves able to subscribe to these without reservation, and it is only to the resolutions with regard to International Credit that they desire to make any further reference. The operative part of this group of resolutions is contained in paragraphs 8 and 9 of Appendix A. Enclosure IV. The scheme referred to in paragraph 8 as Annex A had the support of a number of delegates of great international experience, who expressed confidence in its practicability. Paragraph 9 of the same group of resolutions refers to a scheme put forward by

Sir Marshall Reid (a copy is attached as Appendix H). This proposal was made by Sir Marshall Reid in the light of commercial experience, and he explained that he could not in any way commit his Government. The Indian delegates wish to say, however, that Sir Marshall Reid's proposal was elaborated with the full concurrence of his colleagues, who considered that its adoption would materially conduce to more normal conditions in the consuming markets, with corresponding advantages to the producers of raw materials. They suggest, therefore, that an early expression of the views of the Government of India in this matter should be obtained. For, while some delay is inevitable before a definite conclusion can be arrived at on the practical recommendations of the Conference, serious consideration of these recommendations will begin at an early date, and the various countries affected will then be expected to define their attitude at short notice.

12. Apart from the four committees mentioned above, a further important committee was appointed "to consider the principles on which the expenses of the League of Nations should be distributed among its members and to make recommendations for a new basis of appointment." Mr. Howard was a member of this committee and of its drafting committee. The report of the committee was not published, M. Ador, the President, informing the Conference that this would be forwarded to the Council of the League of Nations.

13. In conclusion, the Indian delegation wish to say that it has been a great privilege to them to take part in this historic and instructive Conference. The general atmosphere of courtesy and goodwill, and the desire to find common ground where points of view were necessarily divergent, were very remarkable. The delegates also desire to acknowledge the great hospitality which was extended to the delegations by the Government and people of Belgium.

(Sd.) H. F. HOWARD.

" MARSHALL REID.

" FAZULBHOY CURRIMBHOY.

NOTE.—Appendix A is the report of the Conference as a whole and may be inspected in the rooms of the Chamber by members interested. The following Appendices are here reprinted as being of special interest to India :—

Enclosure 4 to Appendix A.

Appendix B.

Appendix C.

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## ENCLOSURE 4 TO APPENDIX A.

### RECOMMENDATIONS OF THE COMMITTEE ON INTERNATIONAL CREDITS, ADOPTED BY THE CONFERENCE.

1. The Conference recognises in the first place that the difficulties which at present lie in the way of international credit operations arise almost exclusively out of the disturbance caused by the war, and that the normal working of financial markets cannot be completely re-established unless peaceful relations are restored between all peoples and the outstanding financial questions resulting from the war are made the subject of a definite settlement which is put into execution.

2. The Conference is, moreover, of opinion that the revival of credit requires as primary conditions the restoration of order in public finance, the cessation of inflation, the purging of currencies, and the freedom of commercial transaction. The conclusions of the Committee are, therefore, based on the work of the other Committees.

3. The Conference recognises, however, that this general improvement in the situation requires a considerable period of time, and that in present circumstances it is not possible for certain countries to restore their economic activity without assistance from abroad. This assistance is required for periods which exceed the normal term of commercial operations.

4. The Conference is of opinion that in principle the resources out of which this assistance is to be provided should be found from the savings of the lending countries and must not result in

undue increase of the fiduciary circulation—that is to say, in the creation or extension of a disproportion between means of payment and the genuine requirements of business.

5. The Conference believes, on the other hand, that this assistance can only be effectively accorded to countries which are prepared to assist one another in the restoration of economic life and to make every effort to bring about within their own frontiers the sincere collaboration of all groups of citizens and to secure conditions which give to work and thrift liberty to produce their full results.

6. The Conference does not believe that, apart from particular decisions dictated by national interest or by considerations of humanity, credit should be accorded directly by Governments.

7. It appears to the Conference that one of the chief obstacles to the granting of credits is the absence in borrowing countries of sufficient security for ultimate repayment. The Conference therefore studied with attention, in the light of the general considerations enumerated above, all the proposals presented with a view to creating guarantees which would provide satisfactory security for exporters.

The Conference has been forced to recognise that no single system could by itself suffice to provide for the many different needs of the various countries, and that it is necessary to indicate a series of measures sufficiently elastic to be adopted afterwards to every variety of circumstances.

For these reasons the Conference decides to make the following recommendations :—

8. An international organisation should be formed and placed at the disposal of States desiring to have resort to credit for the purpose of paying for their essential imports. These States would then notify the assets which they are prepared to pledge as security for the sake of obtaining credit, and would come to an understanding with the international organisation as to the conditions under which these assets would be administered.

The bonds issued against this guarantee would be used as collateral for credit intended to cover the cost of commodities.

A plan based upon these principles is developed in Annex A. It has been devised to enable States to facilitate the obtaining of commercial credits by their nationals. It is easy to see that the scheme is susceptible of development in various directions, and that some of its provisions might be adopted so as to facilitate the extension of credit direct to public corporations.

A committee of financiers and business men should be nominated forthwith by the Council of the League of Nations for the purpose of defining the measures necessary to give practical effect to this proposal.

9. It has been represented to the Conference that more complete results might be achieved if the bonds used as collateral were to carry some international guarantee.

The Conference sees no objection to the further consideration of this proposal. The Committee referred to in paragraph 8 above might usefully consider the conditions under which it could be applied.

10. It has also been represented to the Conference that an extension on international lines of the existing system of export credit insurance would, in many instances, be a great value in developing trade with countries, where political and social conditions give rise to an anxiety which is often exaggerated by exporters. The Conference believes that an extension of this kind is worthy of consideration, and that it should be examined in detail by experts.

11. The attention of the Conference has been called to the present system of finishing credits, that is to say, of credits under which a lien in favour of the exporter or a banker is maintained on the raw material in all its different stages and upon the proceeds of the manufactured article. This system has suffered greatly owing to the lack in many countries of sufficient legal protection for the exporter throughout the various stages of importation, manufacture, re-exportation and sale. The Conference would suggest that the Council be recommended to draw the attention of the different Governments to this question, and to summon

an advisory body of legal experts and business men to specify the legislative action which it would be desirable to take in order to attain the desired object in each of the countries concerned.

12. Apart from the above mentioned proposals which the Committee recommends the League of Nations to adopt, and if possible to apply in practice, the Conference believes that the activities of of the League might usefully be directed towards promoting certain reforms, and collecting the relevant information required to facilitate credit operations. In this connection the Conference considers it well to draw attention to the advantages of making progress under each of the following heads :—

(1) Unification of the laws relating to bills of exchange and bills of lading.

(2) The reciprocal treatment of the branches of foreign banks in different countries.

(3) The publication of financial information in a clear, comparative form.

(4) The examination of claims by the holders of bonds, the interest on which is in arrear.

(5) An international understanding on the subject of lost stolen, or destroyed.

(6) The establishment of an international clearing house.

(7) An international understanding which, while ensuring the due payment by everyone of his full share of taxation, would avoid the imposition of double taxation, which is at present an obstacle to the placing of investments abroad.

13. During the course of its deliberations, the Conference could not fail to be impressed by the fact that all, or almost all, of many proposals submitted for their consideration require at some stage the active intervention of the League of Nations. The Conference is unanimously in sympathy with this tendency, and believes that it is desirable to extend to the problems of finance that international co-operation which the League of Nations has inaugurated, and which it is attempting to promote, in order to improve the general situation and maintain the peace of the world.

ANNEX A.—*International Credit.*

1. In order that impoverished nations, which under present circumstances are unable to obtain accommodation on reasonable terms in the open market, may be able to command the confidence necessary to attract funds for the financing of their essential imports, an International Commission shall be constituted under the auspices of the League of Nations.

2. The Commission shall consist of bankers and business men of international repute, appointed by the Council of the League of Nations.

3. The Commission shall have the power to appoint Sub-Commissions, and to devolve upon them the exercise of its authority in participating countries or in groups of participating countries.

4. The Governments of countries desiring to participate shall notify to the Commission what specific assets they are prepared to assign as security for commercial credit to be granted by the nationals of exporting countries.

5. The Commission, after examination of these assets, shall of its own authority determine the gold value of the credits which it would approve against the security of these assets.

6. The participating Government shall then be authorised to prepare bonds to the gold value approved by the Commission, each in one specific currency to be determined on the issue of the bond.

7. The date of maturity and the rate of interest to be borne by these bonds shall be determined by the participating Government in agreement with the Commission.

8. The service of these bonds shall be secured out of the revenue of the assigned assets.

9. The assigned assets shall, in the first instance, be administered by the participating Government, or by the International Commission, as that Commission may in each case determine.

10. The Commission shall at any time have the right of making direct representations to the Council of the League of Nations as to the desirability of transferring the administration of the

assigned assets either from the Commission to the participating Government or from the participating Government to the Commission.

11. The decision of the Council of the League of Nations on this question shall be binding.

12. After the preparation of these bonds the participating Government shall have the right to loan the bonds to its own nationals, for use by them as collateral security for importations.

13. The bonds shall be made out in such currencies and in such denominations as are applicable to the particular transaction in respect of which they are issued.

14. The participating Government shall be free to take, or not to take, security for the loan of these bonds from the nationals to whom they are lent.

15. The maturity and the rate of interest of the loan of the bonds shall be fixed by agreement between the participatiug Government and the borrower of the bonds ; they need not be the same as the maturity and the rate of interest of the bonds themselves.

16. When making application to his Government for a loan of these bonds, the importer must furnish proof that he has previously obtained from the International Commission express permission to enter into the transaction for which the bonds are to be given as collateral.

17. Each bond, before it is handed over by the participating Government to the importer, shall be countersigned by the Commission in proof of registration.

18. Having obtained the consent of the Commission and received from them the countersigned bonds, the importer will pledge these bonds to the exporter in a foreign country for the period of the transaction.

19. The exporter will return to him on their due dates the coupons of the pledged bonds, and the bonds themselves on the completion of the transaction.

20. On receipt of the coupons and the bonds, respectively, the importer will return them to his Government.

21. Bonds returned to the participating Government shall be cancelled, and may subsequently be replaced by other bonds, either in the same or in a different currency, up to an equivalent amount.

22. The exporter, or if he has pledged the bonds, the institution with which he has repledged them, acting on his behalf, would be free, in the event of the importer not fulfilling the terms of his contract, to hold until maturity the bonds given as collateral by the importer, or to sell them in accordance with the custom in his country in case of default.

33. In the second alternative an option of repurchasing the bonds direct must first be given for a short period to the Government which issued them.

24. If a sale is resorted to and results in a surplus beyond what is necessary to cover the claims of the exporter upon the importer, the exporter shall be held accountable for that surplus to the Government which issues the bonds.

25. The revenues from the assigned assets shall be applied as follows to the service of the bonds.

26. Out of these revenues the Commission or the participating Government, as the case may be, shall purchase foreign currencies sufficient to meet at their due date the coupons on all bonds at any time outstanding in the different foreign currencies.

27. In addition they shall establish abroad in the appropriate currencies a sinking fund calculated to redeem at maturity 10 per cent. of the bonds outstanding in each of the different countries.

28. Further, in addition to the amounts provided for payment of coupons and for the endowment of the sinking fund, they shall establish out of the assigned revenues a special reserve in one or more foreign currencies for the redemption of bonds sold in accordance with paragraph 22.

29. The amount to be set aside for the special reserve shall in each case be determined by the Commission.

30. Any surplus remaining at the end of each year after the provisions of these services shall be at the free disposal of the participating Government.

31. A participating Government shall have the right to offer its own bonds as collateral for credits obtained for the purpose of importations on Government account. The previous assent of the Commission will in these cases also be required for the particular importations desired by the participating Government.

32. If a participating Government which has been in control of its assigned revenues should fail to fulfil its obligations, the exporter concerned will notify the Commission and the Commission will apply to the Council of the League of Nations for the transfer of the management of the assigned revenues to the Commission.

33. The consent of the Commission is necessary whenever bonds secured on the assigned assets are given as collateral, and shall, as a rule, be accorded only for the import of raw materials and primary necessities.

34. The Commission may, however, at its discretion, sanction in advance the importation of specified quantities of such goods.

35. Even in the case of imports under such a general sanction a notification of the particular transaction must be registered with the Commission.

36. The assent of the Commission must also be obtained in every case to the terms of the credit which it is proposed to open.

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## APPENDIX B.

### WRITTEN STATEMENT OF THE FINANCIAL AND ECONOMIC SITUATION OF BRITISH INDIA.

From a financial and economic point of view India has been less acutely afflicted by the great war than many of the participants in the Conference, and she is no doubt more fortunate than some of them by reason of the fact that she is a large producer of several important raw commodities of which in normal years a considerable margin is available for export, these commodities including articles in such world-wide demand as wheat and other food grains, jute, cotton, oil-seeds and hides.

2. Nevertheless, though the great war was waged outside India's boundaries, she made large contributions in men, money and material for its prosecution in various theatres, and since its conclusion has had to deal with difficult and expensive operations on one of her own frontiers.

3. The war thus necessarily reacted very sharply on the financial and economic machinery of India. If, on the one hand, the resultant demand for materials served as an industrial stimulus in certain direction, the war inevitably imposed a great burden on the finances of the Government, necessitating large additions of taxation and—as it was impossible to provide additional funds from this source alone—substantial additions to India's borrowings and she has now to face the problem of dealing with an unwieldy volume of short-term and floating debt. Moreover, as the war went on, the great inflation of prices elsewhere was accompanied by a very serious, though not indeed equivalent, rise in the prices of all necessities in India, leading to great and widespread hardship and unsettlement. It is hardly necessary to emphasise that this development is liable to have far more important results in the case of an eastern country than in an advanced western community. The great rise in commodity prices has also inevitably been reflected in a general enhancement of the cost of the administration.

4. The position can be best illustrated by a few salient comparative figures. For the financial year preceding the war, namely, 1913-14 (on the basis of Rs. 15 equals 1 £.), India's gross revenue amounted to 85,000,000 *l.* and the expenditure charged against revenue to rather less than 83,000,000 *l.* The corresponding figures for the budget of the current year 1920-21 are 134,000,000 *l.* and 132,000,000 *l.* (These totals would be substantially smaller in each case if net figures were taken *i.e.*, if only the balance of receipts from Government commercial undertakings were shown, the expenses being treated as a deduction from receipts instead of being entered on the expenditure side of the account.) The more important enhancements in taxation were made under the heads of "customs" and "taxes on income," there being an increase under these heads from 110 to 250 millions of rupees, and from 30 to 170 millions of rupees respectively, but

substantial additional levies were made under other heads also. In considering these figures, it must be borne in mind that the taxable capacity of India is low as compared with that of Western countries. On the expenditure side the cost of the military services budgetted for 1920-21 was 570 millions of rupees against 300 millions for 1913-14, while there has been a general increase under other heads of the budget, the increase being spread over the whole of the administration.

5. As regards India's loan obligations, at the outset of the war her debt was set off by remunerative assets of practically equivalent amount in the shape of railways and irrigation works. During the war it has been necessary to raise large sums for the finance of military expenditure, and a considerable proportion of this debt has perforce been in the shape of relatively early maturities. Thus, with an outstanding sterling debt of 193,000,000 *l.* and an internal debt of 2,800 millions of rupees, the amount falling due for repayment within the 10 years up to 1930, inclusive, amounts to over 1,000 millions of rupees. To these figures must be added a floating debt of over 600 millions of rupees, which as in other countries, is likely to prove a source of continuing embarrassment until it is possible to discharge or fund it.

6. Concurrently the war threw a great strain on India's currency arrangements. The finance of military requirements, including supplies for the Allies, entailed heavy disbursements in India and resulted in a large expansion of the Government currency note issue, this increasing from about 750 millions of rupees at the outbreak of war to 1,850 millions in January 1920. This increase in the note circulations was accompanied, especially at certain critical stages of the war, by an intense demand for metallic money, and the absorption of silver coin in the five years from April 1915 to March 1920 amounted to about 1,400 millions of rupees in round figures.

7. The great demand on the world's stocks of silver which these figures represent was no doubt one of the main factors contributing to the great rise in the price of that metal. This rise in prices in its turn led during the war to the result that at the pre-war rate of exchange of Rs. 15 to the English pound the value of the silver

content of the rupee rose above the face value of the coin. As a result a break in the exchange rate became inevitable and necessitated a review of the whole position. It was decided, having regard to the great and continuing rise in the price of silver after removal of the controls placed on the metal during the war, to fix the parity of the rupee at 11·3 grains of gold, or in other words at Rs. 10 equal one sovereign.

Though gold is still at a premium in India as compared with this basis, and though this rate has not yet become fully effective for the external exchange (exchange ranging at the time of writing in the neighbourhood of 1*s.* 10$\frac{1}{2}$*d.*), it can reasonably be hoped that this measure will operate to a material extent to mitigate the problem of high internal prices in India, by changing, as it were, the gear between these and external prices; indeed, it already shows some signs of doing so.

8. This process will, it is also hoped, be furthered by the fact that India is at the present time making a determined effort to face the problem of deflation. It has already been possible to reduce the note issue from 1,850 to 1,630 million rupees, and this contraction has been accompanied by a reduction in the metallic circulation of about 160 million rupees in the last four months, but the complete solution of the problem is, as elsewhere, dependent on that of the funding of the outstanding floating debt.

9. Turning to India's foreign trade, the imports of private merchandise in 1913-14, the year before the war, amounted to 122,000,000 *l.* and the exports to 166,000,000 *l.* These total were not again reached during the war, and though they were passed in 1919-20 with totals of 139,000,000 *l.* and 218,000,000 *l.* respectively, it must be realised that this is largely due to the great enhancement of values which has taken place. During the last few months the tendency has been for the balance of trade to move against India, since, on the one hand, she has been importing large amounts of manufactured goods not available during the war, while on the other, markets for her commodities are still limited by the restricted purchasing power of many countries, and at the same time it has been necessary to impose important restrictions on the export of food grains from India in the circumstances about to be mentioned.

10. On the economic side the strain of war conditions in India was aggravated both by the ravages of the influenza epidemic in 1918, which is estimated to have carried off more than six million lives, and also in the same year by a widespread failure of the rains on which the prosperity of India so largely depends. This failure resulted in a serious scarcity of food grain crops, which not merely exacerbated the price problem already referred to, but has made it necessary to impose and continue drastic restrictions on the export of food grains. Though there has since been a substantial alleviation of the position in this respect, it is still not sufficiently secure for it to be possible to remove the restrictions in force. In the case of wheat, it is uncertain whether direct sales of wheat to Europe other than the United Kingdom will be possible. For rice the position is different; the export trade is under control, but sales to Europe are already being effected. Oil seeds are not subject to control, but as regards food grains other than wheat it is not possible at the time of writing to say more than that the extent to which the Government of India will be able to relax restrictions in the near future must be dependent on the course of the monsoon in the next few weeks. The Government of India have been asked to furnish, before the Conference sits, the latest available information on the point. In the case of other raw materials, the position is simpler, and substantial quantities of cotton, tea, jute and hides will be available provided that satisfactory financial arrangements can be made, though it will no doubt be recognised that in the event of the demand exceeding the available supply some form of rationing may prove to be necessary. Here again the Government of India are being asked for the latest possible information with regard to quantities. Control is at present exercised over the export of coal and various foodstuffs (wheat, rice, bajra, barley, gram, jowar, lentils, maize and pulse). It may be added that no restrictions are at present imposed by the Government on private operations in the foreign exchanges.

## APPENDIX C.

MR. HOWARD'S SPEECH INTRODUCING THE STATEMENT FOR INDIA.

Mr. H. F. Howard (India).—M. le President. The general position, both on the financial and economic side, of India has

already been very clearly stated in the printed memorandum which has been circulated. I had, therefore, intended in any case, even before the request made by the President on a previous day, to confine myself to a very brief general verbal statement. Briefly, the present position of India is that, though happily she may not have suffered as much as certain other countries, her position is, in miniature, that of most other countries. She has been left, as a result of the aftermath of war, both with an inflated debt and with an inflated currency, and she has been affected very grievously by the problem of high prices. In this latter matter her position has been exacerbated by bad harvests and other internal causes.

The principles which Mr. Brand put before us yesterday have been, I may say, very largely those which have always underlain Indian finance. Before the war we consistently adhered to those principles. During the war, unfortunately, like other countries we necessarily tended to slip down the inclined plane of dangerous finance, but we recognised all the time that it was necessary for us, at the earliest opportunity, to try to take a stand on that plane and later on to work our way upwards. Thus in the first Budget presented by Lord Meston, then Finance Minister, after the Armistice, he definitely laid down three propositions. The first was that we must take the earliest opportunity to get back the currency habits of India on to a sounder basis; the second task was to contract our inflated volume of paper currency; and our third task was to start to redeem our top-heavy volume of floating debt. Lord Meston, in winding up his introduction to the Financial Statement in question, said:—"Coupled with a courageous outlay on the essentials of progress, strict economy on essentials will be more necessary than ever." It is possible that in our case the solution will not be found so much in a restriction of expenditure, since India is necessarily a country possessing a relatively backward economic development. The assurance can be given, however, that we fully recognise the importance of proceeding on sound financial lines. This necessity has been recognised in fact by Mr. Hailey, the present Finance Minister, in presenting the Budget of the current year. Mr. Hailey, there took steps by his dispositions entirely to cover current expenditure

from current revenue, borrowing being resorted to only for two purposes—firstly, for the funding of floating debt; and, secondly, for the undertaking of the development of productive capital expenditure on railways and irrigation, these being two matters in which India's progress had necessarily been severely handicapped by the war.

Simultaneously a substantial provision was made for dealing with our floating debt, while since the Budget was presented India has already taken very large steps towards the contraction of her currency. The note circulation before the commencement of the war stood at about 75 crores, that is to say, 750 millions of rupees. A few months ago it had risen to 1,850 millions of rupees. We have now reduced it to less than 1,600 millions of rupees, or by more than 14 per cent., within the last few months. We have, at the same time, greatly increased the metallic backing to that note issue.

I hope that it will be understood that, in mentioning what India has done, I am not desiring to moralise in any way, or to make any invidious comparison with what has been done in other countries. It cannot but be recognised that conditions differ in various countries, and that some have, from circumstances beyond their own control, necessarily slipped further down the inclined plane which I have mentioned than India has done, and it may be consequently more difficult for them to stop their descent and to start on the painful upward climb: but I am convinced that this is a necessary preliminary to any recovery, and it is for this reason that I have thought it well to point this moral by referring to what we are endeavouring to do in India.

There are only two other points to which I wish to refer. We have taken steps to remove all restrictions possible on the movements of trade and on those of the precious metals. We have, necessarily, not been able to dispense entirely with the restrictions on the exports of foodstuffs, since our internal supplies of these were dangerously reduced by short harvests in 1918, and our position in that matter has only just been made good.

We have also removed all restrictions on private operations in the exchanges. We feel that these steps, although they may not always be easy to take are necessarily preliminaries to commercial and trade reconstruction.

The other point is the following. While India has had her own difficulties in the matters to which I have just referred, and is endeavouring to deal with them as she best can, she fortunately stands, in one respect, in a somewhat different position from some of the countries here. She possesses supplies available for export of various important commodities on some of which the reconstruction of the world would seem to depend. I have referred to the case of foodstuffs; as regards which, I hope the position will late become more easy, although at present it is not entirely clear. As regards other commodities the same difficulties do not exist. For example, we have large supplies of cotton, jute, tea, oil seeds, raw hides and skins, Rangoon beans and rice, among the foodstuffs, and also manganese, mica, hemp, and myrabolams. In regard to these supplies, we are anxious, within our means, and provided that satisfactory financial arrangements can be made, to help other countries. The crux of the matter is, of course, this question of adequate financial arrangements. This is a matter which will, no doubt, come before the Conference at a later stage. But, without anticipating in any way what is likely to be said in the course of the discussion, we Delegates from India are strongly of the opinion that any arrangement that is to be made should be strictly on a commercial basis, and that it should embody within itself arrangements for liquidation within an early period. In our view, real progress towards recovery can only be made by individual effort, and the more commerce and industry rely on private enterprise, and the less they endeavour to count on Government intervention, the better will it be for all parties concerned.

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No. 225/200 of 1921.

CHAMBER OF COMMERCE,
BOMBAY, 26th January 1921.

The OFFICIATING SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
Delhi.

SIR,—I am directed to acknowledge receipt of your letter, No. 2960-F, dated Delhi, the 20th November 1920, and its

accompaniments, with reference to the Report of the Delegates for India to the recent International Financial Conference held at Brussels.

2. In reply I am to state that, after careful consideration of the abovementioned Report and the covering letter from the Government of India in your Department, my Committee desire me to submit their views as under:—

(*a*) My Committee consider that it is most important to the trade of India that everything possible should be done to restore the purchasing power of the Continental nations.

(*b*) They consider further that a scheme of the nature put forward at the Conference, if practicable, will bring about the desired result.

(*c*) My Committee, however, do not feel themselves competent to discuss the details of the scheme which must be subject, in their opinion, to continual discussion and arrangement in Europe. At the same time they consider it desirable for Government to form a Committee, composed of the financial experts and leading exporters of this country, to consider, report on and, if necessary, amplify the scheme adumbrated by Sir Marshall Reid in Appendix 4.—I have, etc.,

H. ROYAL,
*for* Secretary.

## APPENDIX F.

## BANKS AND BANKING.

No. 3361.

REVENUE DEPARTMENT,
SECRETARIAT, FORT, BOMBAY.
Dated the 4th December 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to forward a copy of Government Order No. 3361, dated 4th December 1920, and to request that you will favour Government within the prescribed period with the opinion

of your Chamber on the several questions contained in the letter from the Government of India printed in the preamble of the Order.—I have, etc.,

SHAMRAO D. MANKER,
Under Secretary to the Government of Bombay,
Revenue Department.

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GOVERNMENT OF BOMBAY.

REVENUE DEPARTMENT.

Order No. 3361.

SECRETARIAT, FORT, BOMBAY.
Dated the 4th December 1920.

Letter from the Government of India, Department of Commerce, No. 8071, dated 17th November 1920:—

"In the letter of the Department of Commerce and Industry No. 6905—6918-11, dated the 22nd August 1913, all Local Governments and Administrations were addressed on the question whether legislation should be undertaken in connection with the use of the term 'bank' in India. The replies to this reference were all received by April 1915, but the consideration of the subject was held up by the war. The Government of India, however, have recently brought the question under examination and I am now to address you again on the subject.

"2. After considering the replies to the Circular letter referred to in the preceding paragraph, the Government of India came provisionally to the conclusion that it was doubtful whether any useful purpose would be served by the adoption of the suggestion that restrictions should be imposed on the use of the term 'bank' and that it would be wiser, in the first instance at any rate, to content themselves with legislation designed merely to amplify the particulars which under section 136 of the Indian Companies Act banks are required periodically to publish. It was thought that if banks registered under the India Companies Act were required to publish at short intervals a more complete statement of their position than the statement in Form G in the Third Schedule of the Act at present affords, a small but useful change which would go far towards safeguarding the interests of the

public, would be effected in the banking law of India and that the advisability of introducing other more drastic changes in the law might safely be left for future consideration. Accordingly the Government of India took advantage of the recent meeting of the Indian Legislative Council, and of the presence in Simla in connection with the Imperial Bank Bill, of a number of bankers to convene a small committee composed mainly of gentlemen with special knowledge of the subject; to consider (1) in what respects Form G referred to above might usefully be amplified and (2) at what intervals the revised statement should be published.

"3. The Committee, which was composed of four gentlemen intimately connected with banking in India, a member of the Bengal Chamber of Commerce, and three officials of the Government of India, took as their model the form of monthly statement proposed by the Commitee on Currency and Foreign Exchanges after the War which was presided over in 1918 by Lord Cunliffe and after considerable discussion recommended that banks registered under the Indian Companies Act should be required to publish monthly, in lieu of a statement in Form G in the Third Schedule of the Act., a statement in the form given in the Appendix to this letter. They made it clear, however, that they recommended this form merely as a suitable basis for discussion and I am to ask that the Government of India may be furnished with the views of His Excellency the Governor in Council as to the suitability of the proposed form. Chambers of Commerce and other bodies and institutions with special knowledge of the subject will no doubt be consulted as widely as possible.

"4. I am to add that it has been suggested by a gentleman who was asked to serve on the Committee but was unable to do so owing to ill-health that the utility of the form for the purpose for which it is intended would be greatly enhanced if—

(1) item 3 on the liability side were sub-divided so as to show separately—

(*a*) Current deposits,
(*b*) Fixed deposits,
(*c*) Overdrafts,
(*d*) Other advances, and

(2) item 4 were amplified so as to exhibit separately loans against recognised Trust Securities and loans against Share Securities.

"The Government of India would be glad if these suggestions could also be examined.

"5. As has already been explained, the Committee was convened primarily for the purpose of advising what particulars regarding their position Banks registered under the Indian Companies Act should be required to publish periodically for the information of the public. In the course of the discussions, however, various other suggestions for legislation were made and I am to ask that these suggestions also may be considered.

"6. In the first place the question was raised whether a definite limit should not be placed on the amount of the authorised capital of a Bank. It was suggested that the authorised capital should not exceed the subscribed capital by more than a specified proportion. Section 75 (1) of the Indian Companies Act prescribes that when the amount of authorised Capital of a bank is published the publication shall also contain in equally conspicuous character the amount of capital which has been subscribed and the amount of capital paid up. Doubts have been expressed, however, whether more stringent regulations are not desirable. In 1914, for instance, the Bengal Chamber of Commerce, besides suggesting that a minimum amount of subscribed capital should be prescribed by law, recommended (1) that the authorised capital of a bank should not be more than four times the subscribed capital and (2) that no bank should be permitted to advertise the amount of its authorised capital. There was some difference of opinion on these suggestions. Some members of the Committee held that the second recommendation covered the essential point and that banks should not be allowed to advertise the amount of their authorised capital. Others held that the suggestions went beyond the necessity of the case and that it would be sufficient if the law prescribed that the authorised capital should be not more than twice the subscribed capital. It should be noted that the proposals made in this paragraph are only intended to apply to banks which are registered companies under the Indian Companies Act.

"7. The next point raised was whether it would not be wise to prescribe that a definite proportion (25 or 30 per cent.) of the face value of the shares should be called up before a bank was allowed to begin business. In the United Kingdom and some other countries the amount of uncalled share capital is regarded as a substantial safeguard to depositors. In the case of bank failures in India, however, it has sometimes proved impossible to recover this unpaid liability, and when the subject was previously discussed, there was a balance of opinion in favour of the proposal that the law should be amended so as to provide that a proportion of the subscribed capital must be paid up either before a bank begins business or within a reasonable period, say six months or a year, after business has been begun. The proportion suggested by most authorities was 50 per cent. but some considered that it might reasonably be fixed as low as 33⅓ per cent. or even 20 per cent.

"8. The question was discussed whether the Act should not be amended so as to reduce the period under which banks may work under agency arrangement with the promoters to a term of not more than five years, the arrangement to be renewable thereafter at stated intervals at the option of the shareholders.

"9. It was also suggested that section 145 (2) of the Indian Companies Act, which was based on section 113 of the English Companies Consolidation Act of 1908, should be tightened up. It was suggested that since auditors generally in India have not attained quite the same high standard as auditors in the United Kingdom, the auditors' certificate and report on the balance sheet as prescribed by the Indian Companies Act should go further than the English requirement and should expressly state that the auditors have examined the accounts along with the securities representing the investments of the bank or held against loans, the bills discounted and the cash balances at the head office or at several of the branch offices. It is believed that auditors certificates on banks' balance sheets at Home usually contain a statement to this effect and it is suggested that it should definitely be prescribed by an amendment of the Indian Companies Act that the auditors should be required to include the information stated above in their certificate.

10. Finally I am to say that the Committee considered whether the legislation proposed in paragraph 3 above with the object of amending Form G in the Third Schedule of the Companies Act should be limited to banks registered under that Act. It was pointed out that foreign banks, which term was intended to include Exchange Banks, were allowed to take deposits. The whole object of the legislation proposed is to safeguard the interest of depositors and it was suggested that, if the proposed legislation was undertaken, it should also be made applicable to exchange banks. I am to ask that this suggestion may be considered and that information may be supplied as to whether Exchange Banks will be able to supply periodically the information which it is proposed to prescribe in the new form appended to this letter.

"11. I am to ask that if possible the reply to this letter may be furnished by the end of January next."

ORDER.—Copies of the letter from the Government of India and its accompaniment should be forwarded to the Chambers of Commerce, Bombay and Karachi, the Bombay Millowners' Association, the Indian Merchants' Chamber and Bureau, the Bombay Presidency Trades Association, the Bombay Underwriters' Association, the Chairman, Associated Exchange Banks, Bombay, the Bombay Grain Merchants' Association, and the Bombay Native Piece-goods Merchants' Association, with a request that they will favour Government with their opinions on the questions contained in the letter.

2. Copies of the letter and its accompaniment should also be forwarded for favour of opinion to the Commissioner in Sind, the Commissioners of Divisions, the Honourable the Advocate General, the Remembrancer of Legal Affairs, the Solicitor to Government and the Registrar of Companies. They should be requested to consult such select officers, business men, or private bodies as they may think fit.

3. The officers and the private bodies consulted should be requested to forward their replies to Government on or before 3rd January 1921.

SHAMRAO D. MANKAR,
Under Secretary to Government.

**Accompaniment to Government Order, Revenue Department, No. 3361, dated the 4th December 1920.**

APPENDIX.

*Proposed monthly statement to be published by Banks registered under the Indian Companies Act*, 1913.

| Liabilities. | Rs. a. p. | Assets. | Rs. a. p. |
|---|---|---|---|
| 1. Capital | | 1. Cash— | |
| Authorised capital. | | (1) Coin, Currency Notes and balance with the Imperial Bank of India .. | |
| shares of Rs. .. each .. .. | | (2) Cash in transit. | |
| Issued capital .. | | 2. Balances with other Banks in India .. | |
| shares of Rs. .. each .. .. | | 3. Bullion in hand and in transit .. | |
| Subscribed capital. | | 4. Money at call and at not more than seven days' notice. | |
| shares of Rs. .. each .. .. | | 5. Indian and British Government securities maturing within 12 months | |
| Paid up Capital .. | | 6. Inland Bills .. | |
| 2. Reserve Fund .. | | 7. Foreign Bills .. | |
| 3. Current, deposit, and other Accounts. | | 8. Balances abroad.. | |
| 4. Loans against securities as per contra. | | 9. Investments— | |
| 5. Acceptances .. | | (1) Securities of, or guaranteed by, Indian and British Govt. .. | |
| 6. Endorsements, guarantees and other obligations .. | | (2) Colonial and Foreign Govt. Securities .. | |
| | | (3) Other Indian Trust Stocks and Debentures | |
| | | (4) Shares and Debentures of Joint Stock Companies. | |
| | | (5) Other investments .. | |
| Total .. | | | |

| Liability. | Rs, a. p, | Assets. | Rs. a. p. |
|---|---|---|---|
| | | 10. Loans and Advances .. | |
| | | 11. Other assets .. | |
| | | 12. Bank Premises.. | |
| | | 13. Liabilities of customers for Acceptances as per contra .. | |
| | | 14. Liabilities of customers for Endorsements, Guarantees and other obligations as per contra .. | |
| | | Total .. | |

CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

BOMBAY, 28th December 1920.

The SECRETARY,

CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—I enclose herewith, as promised, copy of the reply which the Associated Exchange Banks have addressed to Rao Bahadur Shamrao D. Mankar, B. A., on the subject of legislation relating to Banks and Banking.—I am, etc.,

ARTHUR SCOTT,
Chairman,
Associated Exchange Banks.

BOMBAY, 28th December 1920.

Rao Bahadur SHAMRAO D. MANKAR, B. A.,
Under Secretary to the Government of Bombay.
Revenue Department,
Bombay.

*Subject—Legislation relating to Banks and Banking.*

Sir,—I have to acknowledge receipt of your letter, dated the 4th instant, enclosing a copy of a letter from the Government of

India, Department of Commerce, No. 8071, dated 17th ultimo, and asking for an expression of opinion on the several questions raised in the letter. The members of the Associated Exchange Banks in Bombay have given this matter their careful consideration and I now beg to communicate to you their joint view.

*Paras* 3 *and* 4. The following objections are found to the form of statement given in the appendix to Government's letter :—

(1). Items Nos. 3 and 6 on the Liabilities side are too vague.

(2). Item No. 4 on the Liabilities side should read " borrowings against Securities as per contra ".

As regards the proposed sub-division of item 3 on the Liability side suggested in para. 4, Sub-Section 1, it appears to us that A and B would appear on the Liability side and C and D on the Assets side. Otherwise we consider the form of statement satisfactory.

*Paras* 6 *and* 7. We recommend that the authorised Capital of a Bank should not be more than twice the subscribed Capital and that not less than one-third of the latter should be paid up within one year after the commencement of business. In this connection we also recommend that a Bank should be prohibited from making advances against its own shares.

*Para* 8. We are not sufficiently informed on this point to express any decided opinion.

*Para* 9. We consider that Auditors should be required to express clearly in their Certificate what has been checked, but we think it impracticable for any single auditor to vouch for the correctness of the accounts, securities, &c., and cash balances at several Branch offices on any particular date.

*Para* 10. It is quite impracticable for the Exchange Banks to supply monthly the information which it is now proposed to prescribe in the new form appended to Government's letter.—I have, etc.,

ARTHUR SCOTT,

Chairman.

Associated Exchange Banks.

No. 49/233 of 1921.

CHAMBER OF COMMERCE,
BOMBAY, 7th January 1921.

The UNDER SECRETARY to the GOVERNMENT of BOMBAY,
Revenue Department,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 3361, dated the 4th December 1920, and its accompaniments, upon the subject of legislation relating to banks and banking.

In reply I am to state that my Committee are in receipt of a copy of a letter, dated Bombay, the 28th December 1920, addressed by the Chairman of the Associated Exchange Banks to your Department in the above connection and to say that my Committee desire to support the opinion expressed in the same in regard to each of the several questions raised in the letter from the Government of India, a copy of which accompanied your letter under reply.—I have, etc.,

C. B. SAYER,
Secretary.

## APPENDIX G-1.

## STAMPING OF CHEQUE BOOKS, SHARE CERTIFICATES, ETC.

HORNBY ROAD,
BOMBAY, 22nd April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—We enclose copy of a circular letter which we have just received from the General Stamp Office, Bombay, relative to the question of the stamping of Cheque Books and Share Certificates.

You will observe that they request that all forms or sheets sent to them for stamping in future should be sent either in a loose form or in bound books of only moderate size—such books to have a thin flexible cover.

Such an arrangement would be extremely unsatisfactory for us and doubtless for any other Banks and firms, in view of the fact that our Draft Books are printed and bound in England in suitable covers to withstand wear and tear in transit, and to prevent fraud by the Drafts being easily detachable.

As you are doubtless aware books of this nature can easily be stamped in England, and we consider that suitable machines should be provided at an important centre like this to enable them to stamp similar books here also.

We shall be glad if this matter can be put before your Committee, in order that they may, if they consider it advisable, take it up with Government—Yours etc.,

For Cox & Co.,
E. H. CURLING,
Manager.

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COOK'S BUILDING, HORNBY ROAD,
BOMBAY, 22nd April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We attach hereto copy of a circular issued by the Stamp Office, dated the 10th March 1920, from which you will see it is proposed that loose cheques, receipt forms, etc., be submitted to the Stamp Office for stamping, afterwards to be bound in books. We, and probably other firms, already have supplies of cheque books and receipt books, etc., which do not conform to the requirements of the Stamp Office, and we consider it is impracticable to fall in with the request contained in the circular referred to.

We, should like this matter to be brought up to the members of the Chamber for discussion.—Yours faithfully,

For Brunner, Mond & Co., Ltd.,
A. WILLIS,
Acting Bombay Manager.

GENERAL STAMP OFFICE,

BOMBAY, 10th March 1920.

CIRCULAR No. 1 OF 1920.

It has been observed of late that the Bank and Mercantile Firms in Bombay, who have occasion to send cheque books and share certificates to this office for stamping generally supply the latter in bound books of various sizes containing one hundred or more pages bound in one volume. It is very inconvenient to adjust large sized and bulky books for impressment under the dies of the stamping machines in use in this office and the forms often get soiled by the hands of the workmen on each occasion of inserting and taking out a page for and after stamping and then adjusting each time the bulky volume under the press. All Banks and Mercantile Firms are, therefore, requested to send for stamping in future only loose sheets or forms which may subsequently be got bound in books, or to supply bound books of only moderate size and bulk, containing not more than 50 sheets. The books should have a thin flexible cover and not a thick cardboard one as is used in some cases. It is hoped that the above instructions will be carefully attended to by the mercantile community.

J. P. BRANDER,

Collector and Superintendent of Stamps,

Bombay.

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No. 620/124 OF 1920.

THE CHAMBER OF COMMERCE,

BOMBAY, 29th April 1920.

TO ALL BANKING MEMBERS OF THE CHAMBER.

DEAR SIRS,—I am directed to inform you that representations have been made to my Committee in regard to the inconvenience likely to be caused to members of the mercantile community if the instructions contained in the attached Circular issued by the Collector and Superintendent of Stamps, Bombay, are strictly adhered to.

2. In order that my Committee, before taking any action in the matter, may be in a position to ascertain the views of the mercantile community in Bombay as a whole, I am to request you to be good enough to favour them with the views of your Board upon the Circular in question at an early date.—Yours faithfully,

C. B. SAYER,
Assistant Secretary.

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CHARTERED BANK OF INDIA, AUSTRALIA & CHINA,
BOMBAY, 1st May 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to the Stamp Collector's Circular No. 1, his proposals, if carried out, will cause great inconvenience and in our opinion the Stamp Office should obtain machines that will take the books offered as is done at home.—Yours faithfully,

ARTHUR SCOTT,
Agent.

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NATIONAL BANK OF INDIA, LIMITED,
BOMBAY, 3rd May 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—In reply to your Circular letter No. 620, dated 29th April, all cheques used by this bank are printed in London on specially prepared paper and bound in books of different sizes. The majority of books sent by us for stamping are of 25 and 50 leaves and we also send a limited number of books of 100 and 250 leaves. It would cause us great inconvenience if our cheques had to be sent for stamping in loose form and we trust that the Superintendent of Stamps will see his way to continue impressing our cheque and draft forms as before.—Yours faithfully,

C. F. GRAHAM,
*for* Manager.

No. L/7683.

BANK OF BOMBAY,

BOMBAY, 3rd May 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—With reference to your letter No. 620 of 29th ultimo, it appears to us that under the circumstances detailed by the Collector and Superintendent of Stamps in his Circular No. 1, of 10th March, his request is not an unreasonable one. It is not improbable that the new procedure will put the commercial community to some little inconvenience but unless the Stamp Office is prepared to introduce new stamping machines capable of dealing with "large size and bulky books" we do not see how this inconvenience is to be avoided and it is very unlikely that the Stamp Office will consider the introduction of new stamping machines.

We are not prepared to support any protest addressed to the Collector and Superintendent of Stamps in regard to this matter. —Yours faithfully,

R. A. DON,

Offg. Secretary and Treasurer.

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INTERNATIONAL BANKING CORPORATION,

BOMBAY, 4th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—In reply to your Circular No. 620, dated 29th April, and with reference to the Superintendent of Stamps' Circular, dated 10th March, we are in agreement with the representations that have been made to your Committee. Whilst we have no large size or bulky books containing forms which require to be stamped, most of the instruments used by us and liable to stamp duty are printed either in England or America and owing to the large number of forms used it is absolutely necessary that they be bound together in books of say 50 or 100. Thus it would involve consider

able hardship on the Bank if the Superintendent of Stamps' recent instructions had to be carried out as all our stocks of draft forms, etc., now on hand are bound in small books and would require to be separated and rebound.-- Yours faithfully,

H. BREMNER,

Manager.

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G. L. No. 31/3559.

THE IMPERIAL BANK OF PERSIA,

BOMBAY, 4th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—With reference to your communication No. 620 of the 29th April 1920, in connection with a Circular No. 1, dated the 10th March 1920, issued by the Collector and Superintendent of Stamps, Bombay, our view is that the General Stamp Office appears to lay more importance on their own convenience than on that of of the mercantile community.

As we receive all our books of Drafts, Cheques, etc., from our Stationers in London (as we suppose the other Banks also do) already bound, we cannot avoid sending them to the General Stamp Office here for impressment of stamps in that condition. To issue cheque books containing not more than 50 cheques to customers who have large operations would be practically useless and would lead to complaints by the customers themselves.

Banks at Home seem to experience no difficulty whatever in having books of over 500 pages stamped, and we do not see why the General Stamp Office here should raise any difficulty in the matter, and can only presume that the machinery they employ is insufficient and inadequate to supply the needs of the mercantile community. We ourselves have had no difficulty in having heavy bound ledgers of 600–700 pages numbered by local Printing Presses: so we do not see any reason why the General Stamp

Office should find it inconvenient to stamp far less cumbersome books of only 250 pages. The remedy for their grievance seems to lie in their own hands, *viz.*, to obtain more efficient and up-to-date machinery.—Yours faithfully,

For The Imperial Bank of Persia,
E. C. DALTON,
Agent.

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HONGKONG AND SHANGHAI BANKING CORPORATION,
BOMBAY, 4th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—In reply to your Circular of 29th ultimo received to-day, we beg to say that the instructions issued by the Collector and Superintendent of Stamps would from a Banker's point of view be quite unworkable.

The documents sent by us for stamping are mostly cheques, drafts and Fixed Deposit forms, all of which are of necessity sent out to us by our home office in book form; the cheques numbered consecutively and each class of document with a counterfoil attached for subsequent reference by the user.

If any of the books at present supplied are found to be difficult of manipulation by the Stamp Office, we can of course instruct our Home Office to send out only the smaller sizes—though it will entail considerable trouble and extra expense—but it is imperative in the interests alike of the Bank and its clients that the book form should be retained and we could not undertake the risk of keeping such documents otherwise—Yours faithfully,

CHAS. H. WILSON,
Agent.

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No. G. B. 47.

THOS. COOK & SON,
BOMBAY, 5th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—We are in receipt of your letter, enclosing Circular No. 1 of 1920 from the Collector and Superintendent of Stamps,

In the first place we should not be able to comply with the Collector's instructions for a considerable time, *i.e.*, until our present stock of cheque and draft books was exhausted.

The instructions would mean that special forms would have to be printed in London for our Indian Offices, and this would entail extra work and expense.

The request that we should send loose cheques and cheque and draft forms to be stamped and subsequently bind them up into books would be most inconvenient and expensive.

We consider the Stamp Office should arrange to meet the requirements of the mercantile community. They have hitherto done so, and we see no reason why they should not continue to do so. We think, rather than put the whole of the mercantile community to great inconvenience, they should obtain more suitable machines.—Yours faithfully,

*Per pro* Thos. Cook & Son,

A. BALLANCE.

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No. 39521 of 1920.

BOMBAY, 6th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—We have to acknowledge receipt of your letter No. 62 of 1920, dated the 29th April, with a copy of circular No. 1 of 1920 from the General Stamp Office.

In reply we beg to state that the suggestions put forward by the Superintendent of Stamps, if carried out, would be most inconvenient and cause us considerable trouble.

In the first place all cheque books and draft books are printed and bound in England. As far as we are concerned, our cheque books are bound in a thin flexible cover, and the largest book contains only 48 cheque forms.

Our draft books are generally of 500 each, and are bound in a thick cardboard cover which is very necessary, as the books are used daily, and a thin cover would therefore be very easily torn off, and consequently many draft forms would become crumpled and unserviceable.

We, therefore, are opposed to the change suggested by the Superintendent.—Yours faithfully,

GRINDLAY & Co.

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No. 897/124 OF 1920.

CHAMBER OF COMMERCE,

BOMBAY, 13th May 1920.

J. P. BRANDER, ESQ., I. C. S.,

Collector and Superintendent of Stamps,

Bombay.

SIR,—The attention of my Committee has been drawn to a circular letter, dated 10th March 1920, issued by your office to the Banking and Commercial Houses in Bombay regarding the stamping of cheque books and share certificates. I am to state that your request to send for stamping only loose sheets or forms has been received most unfavourably by the mercantile community as the procedure proposed would cause them a deal of inconvenience.

2. My Committee understand that the stamping of these books presents no difficulty to the stamp authorities in England and they are therefore of opinion that, if the machines in use in the Bombay Stamp Office cannot cope with the work, the desirability of obtaining the English pattern machines might be considered. I am to add that my Committee are strongly of opinion that the convenience of the many business houses in Bombay should be the first consideration.—I have, etc.,

R. E. GREGOR-PEARSE,

Secretary.

No. 2244 of 1920.

GENERAL STAMP OFFICE,

BOMBAY, 27th May 1920

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—I am in receipt of your letter No. 897/124 of 13th instant on the subject of my circular letter of 10th March last.

The circular letter will show that loose sheets or forms are not exclusively insisted upon. Bound books are admissible under the terms of the circular but they should be of reduced size with flexible covers, bulky books with thick covers being difficult of adjustment under the presses. It is this inconvenience which has led to the issue of the circular and I shall be glad if your Committee would advise all commercial houses to endeavour to conform to the terms of the circular. I do not of course object to bound books going in which are in stock and instructions are already issued to accept these for impressment but what I would request your Committee to see is that the mercantile houses help the work at the Stamp Office by following, as far as possible, the circular instructions in future.

3. The information of your Committee that the stamping of bound books presents no difficulty in England may be correct. I am about to order from England one or two English Pattern machines worked by an Electric Motor to meet the heavily increased demand for stamping made on the stamp office. Their provision however will take time. I also concur in the view of your Committee that the convenience of the business houses in Bombay should be the first consideration with Government, but I think it may as well be stated that the Stamp Office is not to blame if it receives heavier work than the resources at its disposal can keep pace with, especially when the work done is gratuitous, and nothing extra so far is paid by the mercantile community to

compensate for the labour and agency employed to get through the impressment work beyond the stamping fees which they are otherwise bound to pay as stamp duty leviable on the cheques and certificates under Articles 19 and 21, Schedule I of the Stamp Act II of 1899.—I have, etc.,

J. P. BRANDER,
Superintendent of Stamps.

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No. 1010/124 OF 1920.

CHAMBER OF COMMERCE,
BOMBAY, 4th June 1920.

The SUPERINTENDENT of STAMPS,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 2244, dated 27th May 1920, in regard to the stamping of cheque books and share certificates and to thank you for the information which you have been good enough to supply to my Committee in this connection.

2. My Committee note with pleasure that modern stamping machines are likely to be under order shortly and the members of this Chamber have been informed to this effect, and have also, pending their arrival, been requested to assist you in the manner described in your Circular letter so far as they are able to do so.

3. In regard to the remarks contained in the last paragraph of your letter, I am to state that my Committee consider that the cost of working the Stamp Office is a legitimate charge against the stamp duties in the same way that expenses incurred in collecting Income Tax are charged against the revenue derived therefrom.—I have, etc.,

C. B. SAYER,
Acting Secretary.

# APPENDIX G-2.

## STAMPING OF INSURANCE POLICIES.

THE BOMBAY UNDERWRITERS' ASSOCIATION,

BOMBAY, 12th December 1919.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

*Stamping of Insurance Policies.*

DEAR SIR,—We are directed by our Committee to enclose herewith copy of a letter received from the Calcutta Marine Insurance Agent's Association and to ask whether you will be prepared to assist us in the matter. We have requested the Calcutta Association to draw up the necessary Memorial to Government.—Yours faithfully,

A. F. FERGUSON & Co.,
Secretaries.

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No. 396-P.

CALCUTTA MARINE INSURANCE AGENTS' ASSOCIATION,

CALCUTTA, 2nd December, 1919.

The SECRETARIES,

BOMBAY UNDERWRITERS' ASSOCIATION.

DEAR SIRS,—The Committee have recently had before them the question of the Stamp Act which at present stipulates that every policy of insurance shall have the necessary duty "*Impressed*" (or denoted) thereon. This necessitates Insurance Offices sending stocks of blank policy forms from time to time to the Stamp Office for impressment of stamps thus involving much inconvenience to Insurance Companies, merchants and others requiring Insurance Policies in the course of their daily business. The latter frequently are seriously inconvenienced by not receiving their Insurance Policies in time owing to delay in their issue caused through the necessity of Insurance Companies having to send the forms to the Stamp Office for stamping, the limited hours the Stamp Office is open for business, and the inability of its staff to cope with sudden large orders for stamps.

The Stamp Act permits that certain other documents such as Bills of Exchange, Cheques, Promissory Notes, Notarial Acts and Share Transfers may be stamped by "*adhesive*" stamps which can be affixed by the issuer of the document.

The Committee submit that this facility might be extended to Policies of Insurance with great advantage both to the insuring public and to the Government Department concerned, and they are considering the advisability of addressing the Bengal Chamber of Commerce with a view to that body approaching the Government of India recommending the amendment of the Stamp Act to provide for this.

The Committee feel, however, that the matter is one for united action by all the Marine and Fire Insurance Associations in India and Burma as such a representation coming from these bodies would probably be more productive than an isolated representation from one Association. Accordingly the Committee are addressing all the Marine Insurance Associations and the Calcutta Fire Insurance Agents' Association have promised to co-operate and they are communicating with the various Fire Insurance Associations.

The Committee will be glad to be favoured with your views on the matter at your earliest convenience.—Yours faithfully,

(Sd.) H .M. HAYWOOD,
Secretary.

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No. 1402/206 of 1919.

CHAMBER OF COMMERCE,

BOMBAY, 22nd December 1919.

The SECRETARIES,

BOMBAY UNDERWRITERS' ASSOCIATION,

Bombay.

DEAR SIRS,—I am directed to acknowledge receipt of your letter, dated 12th December 1919, and its accompaniment relative to the present method of stamping Insurance Policies.

In reply I am to state that the proposals submitted by the Calcutta Marine Insurance Agents' Association have received the careful attention of my Committee and they are prepared to lend

their support to the same provided that the proposed memorial expresses the unanimous opinion thereon of all the Marine and Fire Insurance Associations of India and Burma.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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THE BOMBAY UNDERWRITERS' ASSOCIATION,

BOMBAY, 11th February 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

*Stamping of Insurance Policies.*

DEAR SIR,—In continuation of our letter of 12th December last, we enclose herewith, for your information, copy of a letter which has been forwarded by the Calcutta Marine Insurance Association and the Calcutta Fire Insurance Association to the Bengal Chamber of Commerce. Our Committee express the hope that your Committee will use their influence with the Bengal Chamber of Commerce in support of this representation.—Yours faithfully,

A. F. FERGUSON & Co.,
Secretaries.

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CALCUTTA FIRE INSURANCE AGENTS' ASSOCIATION.
CALCUTTA MARINE INSURANCE AGENTS' ASSOCIATION.

28th January 1920.

THE SECRETARY,

BENGAL CHAMBER OF COMMERCE.

DEAR SIR,—The Committees of the Calcutta Marine Insurance Agents' Association and of the Calcutta Fire Insurance Agents' Association have recently had before them the question of the Stamp Act which at present stipulates that every policy of insurance, and renewal receipt shall have the necessary duty *impressed* (or denoted) thereon. This necessitates Insurance Offices sending stocks of blank policy forms and renewal receipts, from time to

time to the Stamp Office for impressment of stamps, thus involving much inconvenience to Insurance Companies and those requiring Insurance policies in the course of their daily business. The latter, frequently, are seriously inconvenienced by not receiving their Insurance policies in time owing to delay in their issue caused through the necessity of Insurance Companies sending the forms to the Stamp Office for stamping, the limited hours during which the stamp office is open for business, and the inability of its staff to cope with sudden large orders for stamps.

2. The Stamp Act permits of certain other documents such as Bills of Exchange, Cheques, Promissory Notes, Notarial Acts and Share Transfers being stamped by *adhesive* stamps which can be affixed by the issuer of the documents.

3. The Associations submit that this facility might be extended to Policies of Insurance and renewal receipts with great advantage both to the insuring public and to the Government Department concerned.

4. The Associations submit the matter to the Committee of the Chamber for their consideration, and venture to ask, should they be in agreement with the views herein expressed, that they will approach the Government of India recommending the amendment of the Stamp Act to provide for the use of adhesive stamps on policies of insurance and renewal receipts.

5. The Associations felt that the matter was one for united action by all the Marine and Fire Insurance Associations in India and Burma and they accordingly addressed the various Associations, all of which have promised their support. Copies of this representation are accordingly being forwarded to the several Associations with a request that they will get their local Chamber of Commerce to address the Bengal Chamber of Commerce in support of the proposal. The Bengal Chamber will thus have at their back the support of the principal Chambers of Commerce of India, and the Burma Chamber, in any representation to Government which they may decide to make.—Yours faithfully,

H. M. HAYWOOD,

Secretary.

No. 184/50 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 16th February 1920.

The SECRETARY,

BENGAL CHAMBER OF COMMERCE,

Calcutta.

DEAR SIR,—I am directed to inform you that my Committee are in receipt of a copy of a letter which has been addressed to your Chamber by the Calcutta Marine Insurance Association and the Calcutta Fire Insurance Association upon the subject of the present method of stamping Insurance Policies

2. In connection therewith, I am to state that my Committee, having regard to the fact that the Associations' proposals meet with the approval of all the Marine and Fire Insurance Associations of India and Burma, desire to support the representation made to your Chamber and to express the hope that the same will be communicated to the Government of India in due course.—Yours faithfully,

C. B. SAYER,

Asst. Secretary.

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No. 183/50 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 16th February 1920.

The SECRETARIES,

BOMBAY UNDERWRITERS' ASSOCIATION,

Bombay.

DEAR SIRS,—I am directed to acknowledge receipt of your letter, dated 11th instant, and its accompaniment, relative to the present method of stamping Insurance policies, and in reply to state that my Committee have addressed the Bengal Chamber of Commerce in support of the Associations' representation.—Yours faithfully,

C. B. SAYER,

Asst. Secretary.

No. 928-1920.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 16th March 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—Referring to your No. 184/50, dated 16th February 1920, I am directed to hand you herewith a copy of a representation that the Committee of this Chamber have made to the Government of India, in the Finance Department, on the subject of the method of stamping insurance policies.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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No. 914-1920.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE,
CALCUTTA, 15th March 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
Delhi.

SIR,—I am directed to address you with reference to a proposal for a modification of the rules made by His Excellency the Governor-General in Council under the Indian Stamp Act, II of 1899.

Notification No. 1140-F, dated 14th August 1914, by the Government of India, Finance Department.

2. Chapter III of these rules provides that certain classes of instruments, *e.g.*, debenture transfers, broker's notes, etc., may be stamped with adhesive stamps. But policies of insurance are required by rule 10 (1), and appendix II, to be stamped with labels "affixed and impressed by the proper officer."

3. The Calcutta Fire Insurance Agents' Association, and the Calcutta Marine Insurance Agents' Association, have recently

brought this provision of law to the notice of the Committee of the Chamber. They have pointed out that, for years past, it has been a source of trouble and inconvenience to insurance companies. It necessitates the submission to the local stamp office of blank policy forms, and renewal receipts, for the labels to be affixed and impressed upon them. It is a hindrance to the daily course of business as between assurers and assured, inasmuch as it frequently delays the issue of policies to the latter. For it takes time to have the papers stamped at the stamp office, where the hours of business are limited, and the staff is insufficient to deal promptly with large orders.

4. The Insurance Associations see no reason why the privilege of using adhesive stamps, which is permitted in the case of such instruments as I have named, should not be extended likewise to policies of insurance and renewal receipts. The adhesive stamps would be, of course, affixed by the issuer of the document, and their use would obviate the difficulties to which I have referred in the preceding paragraph. The proposal is unanimously supported by all the Fire and Marine Insurance Agents' Associations in India and Burma. And this fact alone is sufficient evidence to show that the inconvenience of the present method of stamping is very widely felt.

5. The Committee of the Chamber feel that the proposal is one which is deserving of the serious consideration of the Government of India. They have no hesitation therefore in bringing it before the notice of your Department; and they trust that it may be adopted. They agree with the Insurance Associations that the use of adhesive stamps would facilitate the course of insurance business; and although they realise that there are difficulties and dangers connected with adhesive stamps, they do not think that these need be apprehended in respect of policies of insurance.

6. I am to add that the Bombay Chamber of Commerce endorse and support the proposal.—I have, etc.,

H. M. HAYWOOD,

Secretary.

No. 450/50 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 25th March 1920.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
CALCUTTA.

Dear Sir,—I am directed to acknowledge receipt of your letter No. 928-1920, dated 16th March 1920, enclosing a copy of a representation made by your Committee to the Government of India in the Finance Department, on the subject of the method of stamping insurance policies.

2. In reply I am to state that my Committee are of the opinion that the question might, at this stage, receive the consideration of the Association of Chambers of Commerce and to suggest that the letter to the Government of India from your Committee might be followed, after reference, by a representation from the Association.—Yours faithfully,

C. B. SAYER,
Assistant Secretary.

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No. 463-Ac.

ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON, ROYAL EXCHANGE,
CALCUTTA, 7th April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
BOMBAY.

*Stamping of Insurance Policies.*

Dear Sir,—In submitting the marginally noted letter, and its enclosures for the consideration of your Chamber, I venture to ask if you will favour me with an expression of opinion on the point whether the

Letter, No. 1152-1920, dated 7th April 1920, from the Bengal Chamber to the Association of Chambers (with enclosures.)

Association should support by a representation to the Government of India—the proposal made by the Bengal Chamber in this connection.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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No. 1152-1920.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE,
CALCUTTA, 7th April 1920.

The SECRETARY,
ASSOCIATED CHAMBERS OF COMMERCE OF
INDIA AND CEYLON.

*Stamping of Insurance Policies.*

Dear Sir,—I am directed to invite the attention of the Association to the marginally noted correspondence on this subject.

1. Letter, No. 46 P, dated 29th January 1920, from the Calcutta Fire Insurance Agents Association and the Calcutta Marine Insurance Agents Association to the Bengal Chamber of Commerce;
2. Letter, No. 184/50, dated 16th February 1920, from the Bombay Chamber of Commerce to the Bengal Chamber;
3. Letter, No. 914, dated 15th March 1920, from the Bengal Chamber to the Government of India, Finance Department;
4. Letter, No. 450/50, dated 25th March 1920, from the Bombay Chamber to the Bengal Chamber;
5. Letter, dated 27th March 1920, from Burma Chamber to the Bengal Chamber.

2. The Committee of this Chamber agree with the Bombay Chamber in thinking that the proposal made in my letter, dated 15th March, to the Government of India is one that might fittingly receive the support of the Associated Chambers. I am accordingly to recommend that the members of the Association be consulted on the subject and that if they approve a representation, in support of my letter, should be addressed to the Government of India.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

BURMA CHAMBER OF COMMERCE,

RANGOON, March 27th, 1920.

The SECRETARY,

BENGAL CHAMBER OF COMMERCE,

CALCUTTA.

*Stamping of Insurance Policies.*

Dear Sir,—This Chamber has recently been invited by the Burma Fire Insurance Association and also by the Burma Marine Insurance Agents' Association to support the lead you are taking to have it made legal to use adhesive stamps on Insurance Policies and premium receipts.

In the opinion of the Committee of this Chamber the proposal in question is a sound one, and they have pleasure in supporting it.

Yours faithfully,

C. A. CUTTRISS,

Secretary.

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No. 554/50 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 19th April 1920.

The SECRETARY, ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON, ROYAL EXCHANGE,

Calcutta.

Dear Sir,—I am directed to acknowledge receipt of your letter No. 463 A. C., dated the 7th April 1920, and its enclosures and in reply to state that my Committee approve of the suggestion contained therein, namely, that the Association should support, by a representation to the Government of India, the proposal made by the Bengal Chamber in connection with the Stamping of Insurance Policies,—Yours faithfully,

C. B. SAYER,

Asst. Secretary.

No. 563-Ac.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 7th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Stamping of Insurance Policies.*

Dear Sir,—With reference to the correspondence resting with your letter, dated the 19th April 1920, I am directed to hand you for the information of your Chamber the attached copy of the marginlly noted letter from the Association to the Government of India, Finance Department, supporting the proposals made by the Bengal Chamber of Commerce in this connection,—Yours faithfully,

Letter No. 545-A. C., dated the 6th May 1920, from the Associated Chambers of Commerce to the Government of India, Finance Dept.

H. M. HAYWOOD,
Secretary.

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No. 545 Ac.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA & CEYLON,
CALCUTTA, 6th May 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE DEPARTMENT.

Sir,—The Associated Chambers of Commerce have considered the proposal, which was made recently by the Bengal Chamber, that adhesive stamps should be used on policies of insurance, and on renewal receipts.

Letter No. 914, dated 15th March 1920, from the Bengal Chamber of Commerce to the Secy. to the Government of India, Finance Dept.

2. This proposal commends itself to the Chambers as they feel that its adoption would tend to facilitate the transaction of insurance business. They have accordingly instructed me to press it upon the attention of the Government of India. The present system of requiring insurance policies to be stamped at the Stamp Office with impressed labels is, as the Bengal Chamber has pointed out,

productive of trouble and inconvenience. For it tends to delay and to hamper the transaction of business even in the larger centres where the stamp office is conveniently near. But in the smaller centres the difficulties are apparently still greater. For example the Cochin Chamber has mentioned that there is no stamp office in Cochin, and that all documents, including insurance policies, that require to be stamped have to be sent to Calicut for the purpose. Facts such as these strengthen still further the case for permitting the use of adhesive stamps: and the Associated Chambers trust the proposal will be favourably considered by the Government of India.—I have, etc.,

H. M. HAYWOOD,
Secretary.

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No. 895/50 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 12th May 1920.

The SECRETARY, ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,
Calcutta.

Dear Sir,—I beg to acknowledge receipt of your letter No. 563 A.-C., dated 7th May 1920, and its accompaniment relative to the stamping of Insurance Policies and to thank you for the same.—Yours faithfully,

C. B. SAYER,
Asst. Secretary.

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No. D-113

REVENUE DEPARTMENT,
BOMBAY CASTLE, 24th June 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Subject.—Proposal to permit the use of revenue adhesive stamps for stamping policies of insurance.*

Sir,—I am directed to forward copy of a letter No. 284, dated 15th March 1920, from the Karachi Chamber of Commerce on the

above subject and to request that you will be so good as to favour this Government with the views of your Chamber in the matter.—I have, etc.,

A. H. DRACUP,
*For* Under Secretary to Government.

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No. 234.

CHAMBER OF COMMERCE,
KARACHI, 15th March 1920.

The SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

Sir,—The attention of my Committee has been drawn to the delay and inconvenience attached to the existing necessity to send policies and receipts for renewal and similar documents to the Stamp Office, it being contended that adhesive stamps are permitted to be affixed by the issuer of other documents, such as Bills of Exchange, Cheques, etc.

I am directed to submit that great advantage and saving of both time and trouble would accrue to the Government Department concerned, and to the public if the use of adhesive stamps on policies and renewal receipts was permitted.—I have, etc.,

E. L. ROGERS,
Secretary.

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No. 1216/50 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 25th June 1920.

The UNDER SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

Sir,—I have the honour to acknowledge receipt of your letter No. D. 113, dated the 24th instant, on the subject of a proposal to permit the use of revenue adhesive stamps for stamping policies of insurance and to state that it will be laid before my Committee at their next meeting.—I have, etc.,

C. B. SAYER,
Acting Secretary.

No. 1269/50 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 2nd July 1920.

The UNDER SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

Sir,—In continuation of my letter, No. 1216/50, dated the 25th June 1920, I am to state that your letter No. D.113, dated the 24th June 1920, and its accompaniment, have been duly laid before my Committee, and that they desire to support the proposal put forward by the Karachi Chamber to the effect that the use of revenue adhesive stamps should be permitted in the stamping of insurance policies.

2. I am to add, however, for the information of Government, that my Committee understand that the Associated Chambers of Commerce of India and Ceylon, at the instance of my Committee, have already addressed the Government of India, in the Department of Finance, in regard to the subject of the Karachi Chamber's representation.—I have, etc.,

C. B. SAYER,
Acting Secretary.

## APPENDIX H-1.

## INDIAN COMPANIES ACT.

### PROPOSED AMENDMENT OF SECTION 91-B.

No. G-48 of 1920.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 14th April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SUBJECT.—*Proposed repeal or amendment of Section 91-B of the Indian Companies Act VII of 1913.*

Sir,—I am directed to forward a copy of Government Order No. 1088, dated 1st April 1920, and to request that Government may be favoured at an early date with the opinion of your Chamber on the subject noted above.—I have, etc.,

A. H. DRACUP,
for Under Secretary to Government.

GOVERNMENT OF BOMBAY.

REVENUE DEPARTMENT.

Order No. 1088.

BOMBAY CASTLE, 1st April 1920.

Letter from the Government of India, Department of Commerce and Industry, No. 1344-D, dated 16th February 1920 :—

" I am directed to forward a copy of a letter from Messrs. Tata Sons, Limited, Agents of the Tata Iron and Steel Company, Limited, No. G. 2156/19, dated Bombay the 23rd/26th August 1919, suggesting the repeal or amendment of Section 91-B of the Indian Companies Act, 1913, or the insertion of a provision that this section shall not apply to private companies. I am to state that on consideration the Government of India are inclined to think that some amendment in the existing law is desirable. The object with which the section was originally introduced was to protect the interests of shareholders, and the Government of India do not think that a case has been made out for abandoning the principle which this section was intended to affirm. They recognise, however, that the difficulty mentioned by Messrs. Tata Sons and Company is a genuine one, and propose to meet it by inserting a provision in the Indian Companies Act to the effect that section 91-B shall not apply to private companies. Before, however, coming to a definite conclusion, the Government of India would be glad if His Excellency the Governor in Council, after consulting Chambers of Commerce and such other persons or local bodies as he may think desirable, will favour the Government of India at an early date with his views on the proposed amendment."

Letter from Messrs. Tata Sons, Limited, Agents, the Tata Iron and Steel Company, Limited, to the Secretary to the Government of India, Commerce and Industry Department, Simla, No. G.—2156—19, dated Bombay, the 23rd/26th August 1919 :—

" We are directed by the Board of Directors of the Tata Iron and Steel Company, Limited, to approach the Government of India

on the question of an amendment of the Indian Companies Act, 1913, by the repeal or amendment of section 91-B of that Act introduced by the Indian Companies Act, 1914, or at any rate by the insertion of a provision in the Act that the section in question shall not apply to private companies.

"2. The Tata Iron and Steel Company, Limited, (referred to below as 'the Tata Company') is now engaged in the promotion and formation of several companies, mainly subsidiary, having for their objects the development of industrial enterprises.

"3. The proposed new companies will in the main be registered as private limited companies, and as a rule the management of each Company will be composed of Directors of the Tata Company and Directors or Members of the Company or undertaking with which the Tata Company joins to promote the Subsidiary Company.

"4. As an illustration, the Tata Company and the 'A' Company, Limited, have completed negotiations for the formation of a company having as its primary object the manufacture of tinplates, and to be known as the 'A' Company, Limited. Part of the Tata Company's interest in the Subsidiary Company will be the supply of material for the manufacture of tinplates while part of the 'A' Company's interest will be the purchase of such tinplates when made. The proposed Company will be managed by a Board composed of two Directors of the Tata Company and two Directors of the 'A' Company.

"5. Certain preliminary agreements will be entered into which will require to be adopted by the proposed company, and from the moment of its formation the Directors of the proposed Company will as part of their functions be called upon to resolve upon contracts between the Company and one or both of the promoting companies in which the Members of the Board must perforce be indirectly interested as Directors or members of the promoting companies.

"6. In the common form of Articles of Association of a company an article appears, the wording of which is practically the same as the wording of sections 91-A and 91-B of the Indian Companies

Act, 1913, but no corresponding sections appear in the Companies (Consolidation) Act, 1908, upon which the Indian Act was based and the common form of article above referred to is capable of relaxation.

"7. Objection has been taken by one or more of the parties with whom the Tata Company is negotiating for the formation of Subsidiary Companies, that the effect of section 91-B, is to render impracticable the undertaking of the Subsidiary Company inasmuch as there will never be a Board competent to transact business in which the promoting companies are interested, which will in fact constitute the business of the Subsidiary Company.

"8. It is unnecessary for us to point out that the Directors of a company must act by resolution at a board meeting, and that to transact business thereat there must be a proper quorum, that is to say, a quorum competent to transact and vote on the business before the Board, which an interested Director is not.

"9. It is a general principle of law that inasmuch as a Director stands in a fiduciary relation to the Company of which he is a Director he cannot contract with the Company, but the sections of the Indian Companies Act, 1913, which embody this principle constitute an innovation upon the company law as obtaining in England inasmuch as they render it impracticable that there can be any variation of the principle by the consent of all parties concerned, whereas the law in England enables variation to be made by provision in the Articles of Association of the Company or by rectification by the Company in General Meeting.

"10. In the objects and reasons for the Bill of 1914, it was merely stated with reference to the provisions of sections 91-A and 91-B [then proposed to be introduced as section 91-A (1)], that the Bill was designed to secure that interested Directors should disclose their interest in contracts to the other Directors, a thing which they were bound to do without specific legislation. The Bill, however, was subsequently amended and was passed into law in its present form, and it is submitted that the result of the attempt to convert a rule of equity into a statutory enactment coupled with a penalty, was not foreseen.

"11. So far as concerns the completion of preliminary agreements, which are usually expressly provided for in the common form of article in use in England, it is practicable to get round section 91-B by providing in the company's articles that the company's seal shall be affixed thereto, and by altering the usual article relating to the seal so as to provide that *qua* such agreements the seal may be affixed without any resolution of the Board. An obvious method also exists of evading the section so far as all other contracts are concerned, by appointing and keeping upon the Board, a sufficient number of Directors to form a quorum who are not interested in either of the promoting companies, but this is a method which the Tata Company has no desire to adopt seeing that it merely means maintaining two or more dead heads as Directors who will act at the dictation of the interested Directors and it is we submit a method to which no Company either public or private ought to be compelled to have resort.

"12. We would further submit that facility of evasion or avoidance of legislative enactments is a reason against their efficacy and a strong argument in favour of their repeal.

"13. By reason of Section 91-B the Tata Company is confronted by a very serious obstacle in the extension of its undertaking by the contemplated promotion of industrial subsidiaries, and we are directed to express the hope that the Government of India will see its way either (*a*) to repeal section 91-B, or (*b*) to amend that section so as to make provision for its relaxation either in accordance with the Articles of Association of the Company, or by resolution of a general meeting of the company.

"14. The matter is one of urgency in view of the fact that negotiations between the Tata Company and one or more other parties cannot be concluded in consequence of the section, and we are therefore directed to express the hope that the Government of India will be pleased to give their very early attention to this representation, and that, in the event of Government not being prepared at the outset to accede to our request to its full extent, section 91-B may as an alternative be amended by the insertion of a provision to the effect that it shall not apply to private companies."

ORDER.—Copies of the letter from the Government of India and its accompaniment should be forwarded to Chambers of Commerce, Bombay and Karachi, the Bombay Millowners' Association, the Indian Merchants Chamber and Bureau, Bombay, the Bombay Presidency Trades Association, the Bombay Underwriters' Association, and the Chairman, Associated Exchange Banks, Bombay, with a request that they will favour Government at an early date with their opinions on the proposed repeal or amendment of section 91-B. of the Indian Companies Act, VII of 1913.

2. Copies of the letter and its accompaniment should also be forwarded for the same purpose to the Honourable the Advocate General, the Remembrancer of Legal Affairs, the Solicitor to Government and the Registrar of Companies.

H. F. KNIGHT,
Under Secretary to Government.

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No. 638/117 OF 1920.

The CHAMBER OF COMMERCE,
BOMBAY, 30th April 1920.

The SECRETARY TO GOVERNMENT, REVENUE DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. G-48, dated 14th instant, regarding a proposed repeal or amendment of Section 91-B of the Indian Companies Act VII of 1913 and inviting the views of this Chamber thereon.

2. In reply I am to state that my Committee fully appreciate the difficulties set forth in Messrs. Tata Sons' letter and they, therefore, approve the proposal to amend Section 91-B of the Act above referred to on the lines suggested in the letter from the Government of India, Department of Commerce and Industry, dated 16th February.—I have, etc.,

C. B. SAYER,
Assistant Secretary.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT,

The following Act of the Indian Legislative Council received the assent of the Governor General on the 16th September 1920 and is hereby promulgated for general information :—

ACT NO. XLII OF 1920.

*An Act further to amend the Indian Companies Act*, 1913.

WHEREAS it is expedient further to amend the VII of 1913. Indian Companies Act, 1913 ; It is hereby enacted as follows :—

Short title. 1. This Act may be called the Indian Companies (Amendment) Act 1920.

Amendment of section 91-B of Act, VII of 1913. 2. To section 91-B of the Indian Companies Act, 1913, the following Sub-Section shall be added, namely :— VII of 1913.

" (3) This section shall not apply to a private Company. "

## APPENDIX H-2.

## PROPOSED AD VALOREM DUTY ON NOMINAL CAPITAL OF JOINT STOCK COMPANIES.

No. 1198-A of 1920.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 14th April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Subject.—*Proposal to impose an additional ad valorem duty on the nominal capital of Companies registered under the Indian Companies Act*, 1913.

Sir,—I am directed to forward a copy of Government Order No. 1198 of this date and to request that Government may be favoured at an early date with the opinion of your Chamber on the subject noted above.—I have, etc.,

A. H. DRACUP,
*For* Under-Secretary to Government.

GOVERNMENT OF BOMBAY.

REVENUE DEPARTMENT.

Order No. 1198.

BOMBAY CASTLE, 14th April 1920.

Letter from the Government of India, Department of Commerce, No. 2112-D, dated 10th March, 1920.

"I am directed to inform you that the question of imposing an *ad valorem* duty of ¼ per cent. on the nominal capital of all companies registered under the Indian Companies Act, 1913, in addition to the stamp fees payable under the Indian Stamp Act (II of 1899) and the registration fees payable under the Indian Companies Act, VII of 1913, is at present engaging the attention of the Government of India.

"2. There have been signs during the last two or three years that the number of bogus companies and companies with excessive nominal capital is tending to increase. In some instances the imposing figure of the nominal capital serves no other purpose than that of inducing the less informed portion of the public to believe that the strength and importance of the company are much greater than they actually are. While anxious to take no step that will discourage legitimate enterprise, and to do all in their power to foster the habit of investment, the Government of India feel that they are bound to protect the interests both of the ignorant investor and of the sound commercial flotations whose credit may be affected by the collapse of a few weaker and more unsound concerns. They are, therefore, inclined to the opinion that the time is opportune for amending the Companies Act in such a way as to restrict the liberty which companies at present enjoy of registering vast authorised capitals which they have no prospect of ever getting subscribed.

"3. In the United Kingdom, an *ad valorem* stamp duty of 5 sh. per cent. is levied under section 7 of the Finance Act, 1899,

on the nominal capital of all companies registered, in addition to the fees prescribed in table B of the first schedule to the Companies (Consolidation) Act, 1908. The Government of India consider that the imposition of a similar duty in India, while bringing in a small revenue, would, to a certain extent, serve to check the flotation of bogus and unsound companies and especially those which advertise inflated nominal capital. They propose therefore that an *ad valorem* duty of ¼ per cent. should be levied on the nominal capital of all companies with share capital registered in India in addition to the registration fees payable under table B of the first schedule to the Indian Companies Act, 1913, and the stamp fees required for the registration of the memorandum and articles of association. I am to request that after consulting the Chambers of Commerce and such other persons or local bodies as may be considered advisable, you will favour the Government of India, at an early date, with the views of His Excellency the Governor in Council on this proposal."

ORDER.—Copies of the letter from the Government of India should be forwarded to the Chambers of Commerce, Bombay and Karachi, the Bombay Millowners' Association, the Indian Merchants' Chamber and Bureau, the Bombay Presidency Trades' Association, the Bombay Underwriters' Association, and the Chairman, Associated Exchange Banks, Bombay, with a request that they will favour Government with their opinions on the proposed imposition of the duty.

2. Copies of the letter should also be forwarded for favour of opinion to the Commissioner in Sind, the Commissioners of Divisions and the Registrar of Companies. The Commissioners should be requested to consult such selected officers, businessmen or private bodies in their Divisions as they may think fit.

3. The officers and the private bodies consulted should be requested to forward their replies at an early date.

H. F. KNIGHT,
Under Secretary to Government.

No. 869/137 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 8th May 1920.

The SECRETARY TO GOVERNMENT, REVENUE DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 1198-A, dated 14th ultimo, regarding a proposal to impose an additional *ad valorem* duty on the nominal capital of companies registered under the Indian Companies Act, 1913, and inviting the views of this Chamber thereon.

2. In reply I am to state that my Committee are not in favour of the proposed duty because, in their opinion, it will discourage enterprise. I am to submit that some method should be found to protect ignorant investors other than one which will penalise good and bad companies alike. The investing public can only learn from experience that a large nominal capital does not always imply stability and that many factors, besides the advertised capital, have to be taken into consideration when estimating the soundness or otherwise of a new flotation.—I have, etc.,

C. B. SAYER,
Assistant Secretary

## APPENDIX I-1.

## THE SUPER-TAX.

No. 88-A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 29th January 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I am directed to hand you, for your information, a copy of a letter which, under the instructions of the Hon'ble Mr. Crum, I have addressed to the Finance Department of the Government of India, with reference to the resolution adopted by the Conference respecting the super-tax.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

No. 37-A.C.

THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON.
ROYAL EXCHANGE,
CALCUTTA, 24th January 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE DEPARTMENT.

Sir,—I am directed to invite the attention of the Government of India to the following resolution which, on the motion of the Upper India Chamber of Commerce, was unanimously adopted at the Conference of Indian and Ceylon Chambers held on the 8th and 9th January 1920 :—

> "THAT a revision of the basis of taxation is necessary so as to abolish the super-tax in its relation to firms and companies."

2. In submitting this resolution for the favourable consideration of Government the Association ventures to refer to the remark made by Sir James (now Lord) Meston in the Imperial Legislative Council on the 19th March 1919. "We do hope next year", his Lordship said, "to put the whole of our levy upon incomes on a more equitable, more consistent, more logical basis than the form that these levies assume at present". In the United Kingdom the super-tax is a duty on individual incomes only. In India it is extended also to the undivided profits of firms and companies. The justification for this extension at the time when the legislation was passed was that an excess profits duty was thought to be impracticable in this country. Later on an excess profits duty was found to be practicable, and it was levied. But the super-tax remained, although in its relation to firms and companies it is admittedly unsound and uneconomic. "We are not", Lord Meston said in the same debate, "particularly proud of the super-tax as at present worked". In view of this acknowledgment by the Government of the defects of the tax there is no need for the Association to set these out here. I am therefore directed

simply to bring the resolution to the notice of the Government, and to urge, in behalf of all the Indian Chambers of Commerce, that its repeal in respect of firms and companies should be a prominent feature of that reconstruction of the system of taxation upon incomes which Lord Meston foreshadowed.—I have, etc.,

H. M. HAYWOOD,
Secretary.

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GOVERNMENT OF INDIA,

LEGISLATIVE DEPARTMENT.

The following Act of the Indian Legislative Council received the assent of the Governor-General on the 23rd March, 1920, and is hereby promulgated for general information:—

ACT No. XIX OF 1920.

*An Act to amend the law relating to super-tax.*

WHEREAS it is expedient to amend the law relating to super-tax; It is hereby enacted as follows:—

Short title, extent and commencement.

1. (*1*) This Act may be called the Super-tax Act, 1920,

VII of 1918.

(*2*) It shall have the same extent as the Indian Income-tax Act, 1918; and

(*3*) It shall come into force on the First day of April, 1920.

Definitions.

2. (*1*) In this Act, unless there is anything repugnant in the subject or context,—

VII of 1918.

"principal Act" means the Indian Income-tax Act, 1918;

"super-tax" means a tax imposed by this Act; and

"unregistered firm" means a firm which is not a registered firm.

(*2*) Save as otherwise provided in this Act, words and expressions used herein and defined in the principal Act shall be deemed to have the meanings respectively attributed to them by that Act.

3. For the purposes of this Act taxable income shall be the taxable income computed in the manner laid down in Chapter I of the principal Act, subject to the following modifications, namely, that the proviso to section 7, sub-section (*2*) of section 12 and sub-section (*2*) of section 14 of that Act, shall have no application, and that sub-section (*1*) of section 12 shall have application only in the cases of unregistered firms and Hindu undivided families.

Taxable income.

4. In addition to the tax imposed by section 14 of the principal Act, there shall, subject to the following provisions of this Act, be charged and recovered and paid in the year beginning on the 1st day of April 1920, and in each subsequent year—

Incomes chargeable to super-tax and rate thereof.

(*a*) by every individual subject to this Act, by every unregistered firm and by every Hindu undivided family, a super-tax on his or its taxable income at the rate specified in the Schedule; and

(*b*) by every company, upon the amount by which its taxable income exceeds fifty thousand rupees, a super-tax at the rate of one anna in the rupee.

5. The Collector shall assess the sum payable after considering the returns, if any, made under sections 16, 17 and 28 of the principal Act, and the result of any inquiry made by him under section 18 of that Act. In the cases mentioned in sub-section (*4*) of that section the Collector shall make the assessment to the best of his judgment.

Method of assessment.

6. Sections 19 to 23, 25 to 27, Chapters IV and V, sections 42 and 45 to 52 of the principal Act shall, so far as may be, apply in the case of super-tax as if that tax and also, in the case of section 25, as if any tax due under the Super-tax Act, 1917, were income-tax chargeable under the principal Act:

Application of Act VII of 1918.

VIII of 1917.

Provided that in applying the said provisions the word "prescribed" shall be deemed to mean prescribed by rules made under this Act, or by rules made under the principal Act and applied with or without modification under the provisions of this Act.

Rules.

7. (*1*) The Governor-General in Council may make rules for carrying out the purposes of this Act and may, subject to such restrictions and conditions as he may impose, delegate to a Local Government the power to make such rules so far as regards the territories subject to that Government.

(*2*) Any rules made under section 43 of the principal Act may be applied by notification in the Gazette of India or the Local Official Gazette, as the case may be, to the purposes of tl is Act by the authority which made the same, with such modifications specified in the notification as may be necessary to facilitate their application to the said purposes.

(*3*) Rules made or applied under this section shall be published in the Gazette of India or the Local Official Gazette, as the case may be, and shall thereupon have effect as if enacted in this Act.

VIII of 1917. Repeal of Act VIII of 1917.

8. The Super-tax Act, 1917, is hereby repealed:

Provided that such repeal shall not affect the liability of any person to pay any sum due from him under the said Act.

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## SCHEDULE.

(*See Section 4.*)

(1) Where the taxable income does not exceed one lakh of rupees—

| | |
|---|---|
| (*a*) in the case of a Hindu undivided family— | |
| (*i*) in respect of the first seventy-five thousand rupees of taxable income, | *Nil.* |

| | |
|---|---|
| (*ii*) in respect of the next twenty-five thousand rupees of taxable income. | One anna in the rupee. |
| (*b*) in all other cases— | |
| (*i*) in respect of the first fifty thousand rupees of taxable income. | *Nil.* |
| (*iii*) in respect of the next fifty thousand rupees of taxable income. | One anna in the rupee. |
| (2) In respect of the first fifty thousand rupees of taxable income over one lakh of rupees. | One and a half annas in the rupee; |
| (3) In respect of the next fifty thousand rupees of taxable income. | Two annas in the rupee; |
| (4) In respect of the next fifty thousand rupees of taxable income. | Two and a half annas in the rupee. |
| (5) In respect of all taxable income over two and a half lakhs of rupees. | Three annas in the rupee. |

## APPENDIX I-2.

## PROPOSED AMENDMENT OF THE INCOME-TAX ACT.

TELEGRAM, dated Simla, the 2nd September 1920.

From—Finance Department, Government of India.

To—Chamber of Commerce, Bombay.

Bill to clear ambiguity as to meaning of expression "house property" in Section 8 of Income-Tax Act, 1918, introduced today in view of recent judgment of Allahabad High Court.

Clause 2 (1) provides that the annual value of business premises shall be liable to assessment under Section 8 of the Indian Income-Tax Act and Clause 2 (2) prevents an assessee from receiving an allowance for land revenue, insurance premiums and repairs in respect of his business premises under both Section 8 and 9 of the main Act. Copies of Bill despatched to-day. An alternative proposal is that from Section 9 (2) 1 of the Income-Tax Act the words " or where the premises are owned by the assessee the *bona fide* annual value thereof " should be omitted and consequential changes made in the rest of Section 9. It is understood that this latter alternative will be preferred by the business community. Government of India will be glad to have your opinion at a very early date.

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TELEGRAM, No. 1657/112, dated Bombay, the 8th September 1920.

From—Chamber of Commerce, Bombay.

To—Finance Department, Government of India, Simla.

Reference your Telegram Second September. Committee much prefer alternative proposal omitting passage from Section 9 (2) (1)

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GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Act of the Indian Legislative Council received the assent of the Governor General on the 16th September 1920, and is hereby promulgated for general information :—

ACT No. XLIV OF 1920.

*An Act further to amend the Indian Income-tax Act*, 1918.

Whereas it is expedient further to amend the Indian Income-tax Act, 1918 ; It is hereby enacted as follows :—

1. This Act may be called the Indian Income-tax (Amendment No. 2) Act, 1920.

Short title.

2. The following amendment shall be made in section 8 of the Indian Income-tax Act, 1918 (hereinafter referred to as the said Act), namely :—

Amndment of Section 8 of Act VII, 1918.

Before the words "house property" where they occur for the second time the word "residential" shall be inserted, and the words and figure "and section 9" shall be omitted; and in the proviso to the same section for the words "house property" the words "the property" shall be substituted.

3. In sub-section (2) clause (*i*) of Section 9 of the said Act the words "or where the premises are owned by the assessee the *bona fide* annual value thereof" shall be omitted; and in clause (*v*) of the same sub-section the word "such" shall be inserted before the word "buildings"; and in clause (*viii*) of the same sub-section for the word "premises" the words "such part of the premises as is used for the purposes of the business" shall be substituted.

Amendment of Section 9 of Act VII, 1918.

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# APPENDIX I-3.

## INCOME-TAX ASSESSMENT.

### RIGHT OF APPEAL TO THE HIGH COURT.

CHAMBER OF COMMERCE,

MADRAS, 8th April 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—I am directed by the Chairman of the Chamber of Commerce, Madras, to forward herewith extracts from a letter addressed to the Chairman by Mr. Partridge, a member of the firm of Messrs. King and Partridge, the Chamber's Solicitors.

The letter speaks for itself and my Chamber would like to know if you are prepared to take up the matter and address your local Government thereon with a view to the necessary steps being taken to give effect to Mr. Partridge's suggestion.

I also enclose herewith an extract from the judgment of the Hon'ble Mr. Justice Coutts Trotter referred to in the above mentioned letter which bears on the point and is of some interest.

I think you will agree with me that the main object is to obtain the right of appeal to the High Court for a hearing at any stage of the enquiry in order to ascertain the income tax payable by a company, firm or individual.

I am also addressing the Bengal Chamber asking for their co-operation.

Should you decide to take up the matter with us, I would suggest that the memorial to be presented to our respective local Governments be uniform and approved by each Chamber and their Solicitors and sent in simultaneously.

Awaiting your reply, I remain,—etc.,

O. KERSHAW,

Secretary.

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*Extract from a letter, dated the* 12*th March* 1920, *from Mr. P. W. Partridge, Solicitor, Madras, to the Chairman of the Chamber of Commerce, Madras.*

"I am writing to you as Chairman of the Chamber of Commerce on a subject which I think you ought to take up very strongly and bring to the notice of Government with a view to avoiding the present difficulties that arise in obtaining relief against the autocratic assessment of the Collector of Income Tax and the Superior Revenue Authorities sitting at the Board of Revenue, Chepauk.

"As the Income-Tax Act now stands the only step that can be taken by an assessee who disputes his assessment is by an appeal to the Commissioner of Income-Tax, then to the Chief Revenue Authority otherwise called the Board of Revenue, and if such Chief Revenue Authority refuses to state a case for the opinion of the High Court under Section 51 (1) of the Income-Tax Act, which I think they almost invariably do, such assessee has to go to the expense and trouble of memorialising the Local Government and if again unsuccessful the Government of India and the Secretary of State.

"I have reluctantly come to the conclusion from what I have already seen that none of these Government officials have sufficient knowledge of trading accounts and figures and business transactions generally to deal with intricate questions which arise in arriving at the income-tax or other tax payable by a firm or individual and furthermore the complaining parties are considerably handicapped by reason of the fact that they are not allowed the same right of audience before these tribunals as they would have in a Court of Law. Parties are of course allowed to appear before the Board of Revenue with Accountants, Solicitors, Counsel and evidence but due weight and consideration is not always given to them. I contend that an aggrieved party should have a right to file a petition (or whatever else you may like to call it) in the High Court, instruct Solicitors and Counsel to place his case before the Court and call evidence to be taken on oath, of Accountants or other experts on the points in issue, and have his case thoroughly argued and sifted before the Court and thus brought to the notice of the general public.

"Cases of disagreement with the Collector of Income-Tax are coming before me in increasing numbers every day and some of them involving very large sums and great hardship and I have no doubt that the South Indian Chamber of Commerce will back you up in any steps you may think fit to take.

"To put the matter shortly what I would ask you to do is to press for the repeal of Section 106 (2) of the Government of India Act 1915 and for the insertion in the Income-Tax Act of special sections authorising aggrieved parties to go direct to the High Court for relief instead of through the present useless procedure of going to the Board of Revenue.

"Some very strong remarks were made by Coutts-Trotter in a case which I brought in the High Court on behalf of Messrs. Best & Co., Ltd., on a question arising as to the purport of a composition agreement entered into by them with the Collector of Income-Tax under the old Income-Tax Act, which you may remember. I enclose a print of the Memorial which we put up to Government and would refer you to page 3 where you will find Trotter's judgment."

## IN THE HIGH COURT OF JUDICATURE AT MADRAS.

ORDINARY ORIGINAL CIVIL JURISDICTION.

C. S. No. 379 OF 1917.

The Honourable MR. JUSTICE COUTTS-TROTTER.

Between :—

Best & Co., Ltd. .. .. .. Plaintiffs.

And

1. The Secretary of State for India in Council,
2. The Collector of Madras .. .. } Defendants.

JUDGMENT.

This was a suit brought by Messrs. Best and Co., Ltd., a Firm of Merchants carrying on business in this City, for a declaration that an agreement, dated the 4th of October 1915. entered into by them with the Collector of Madras of the day was binding on the parties. The action is brought because on the 22nd of May 1917 the Collector purporting to act in consequence of the Income-Tax Act V of 1916, declared that the agreement was no longer binding on him and repudiated it. The plaintiffs tendered the sum that they said to be due under the agreement and brought this action to safeguard their rights under it. The agreement is one made with the Collector of Madras under the provisions of the former Income-tax Statute, II of 1886, Section 31, which enables persons, instead of being reassessed every year, to arrange with the Collector for a definite sum to be assessed for a fixed period and in this case the period agreed upon was five years from the 1st of April 1915.

The plaintiffs originally sued the Secretary of State for India. At one time the point was taken on behalf of the Government that the proper person to be sued was not the Secretary of State, but the Collector of Madras but, on a suggestion made at the time of settling of issues, that difficulty was obviated by adding the Collector of Madras a party, so that, the relief being in the alternative against one or other of those officials, it is really immaterial to decide as to which of them is actually liable. Of course we all know it really comes to the same thing, the Collector being the revenue authority.

By way of preliminary objection another point was taken by the learned Advocate-General which is embodied in the 1st issue in the case, and that was that I, sitting as a Judge on the Original Side of the High Court of Judicature for Madras, had no jurisdiction under section 106 (2) of the Government of India Act, 1915, to try the suit. The words of the section seems to be quite explicit and are as follows :—

"The High Courts have not and may not exercise any original "jurisdiction in any matter concerning the revenue, or concerning "any act ordered or done in the collection thereof according to "the usage and practice of the country or the law for the time "being in force." As I say, on the face of it, it appeared to me that that entirely precluded me from entertaining the suit on the merits or from entertaining it at all. Mr. Grant took two points in answer to that contention. The first point was this that by the decision in Collector of Sea Customs *vs* P. Chithambaram, I. L. R., 1 Mad., page 89, which of course, if the situation were unchanged, would be binding upon me, I was compelled to hold that the prohibition against the High Court on the Original Side trying revenue suits had disappeared, because one of the learned Judges, Mr. Justice Kernan, held that the prohibition contained in the section of the Act 39 and 40, Geo. III., C. 79, otherwise known as the Government of India Act, 1800, was repealed by 53, Geo. III., C. 155, sections 99 and 100, and the other learned Judges apparently held that the prohibition contained in 39 and 40, Geo. III., C. 79, was necessarily impliedly repealed by the Charter Act and the Letters Patent of this Court. What Mr. Grant says is, as I follow it, here in 1874 at the date of the judgment of that Bench, there was in existence the Act 39 and 40, Geo. III, C. 79, but the learned Judges still held that the effect of later legislation had been to abrogate that Section of the Act. Then he says, by the Government of India Act, 1915, sub-section (1) of Section 106 re-enacts the Letters Patent and, therefore, I must hold just the same as the learned Judges did in 1874, *viz.*, that the effect of re-enacting the Letters Patent is to overrule the prohibition contained originally in 39 and 40, Geo. III, C. 79, and now in the Act of 1915. I do not think that is a possible construction for me to

adopt. It is very unfortunate that the Section of the Act 39 and 40, Geo. III, C. 79, should have been re-enacted in Section 106 of the Government of India Act, 1915, because the conflict between the King's Courts and the Sudder Courts, which was the only reason for the introduction of the Section in the old Act of 1800, has entirely passed away and there is no rhyme or reason in prohibiting the original side of this Court from trying revenue cases or other. But I am not concerned with the wisdom or policy of the legislation. The legislature has thought fit to re-enact this Section in circumstances which do not, in my opinion, require it. It has done so and I cannot hold, where an express prohibition has been re-enacted in 1915, that I can act on the view formed by a Bench of this Court in 1874 as to the effect on the original Section of subsequent statutes, all of course prior to 1874, long prior to the Government of India Act, 1915. I am of opinion that the prohibition is absolute and that I have no jurisdiction to entertain this suit.

Mr. Grant took the further point that the fetter on my jurisdiction was only with regard to acts ordered or done "in the collection of the revenue according to the usage and practice of the country or the law for the time being in force," and he says "if you go into the facts on the merits you will find that my contention is well founded that this was an illegal repudiation of the agreement." That contention, I think, was disposed of as long ago as 1848 in a judgment of their Lordships of the Privy Council in the case of Spooner *vs* Juddow, IV M.I.A., page 353. In that case the Court put a construction on a protective statute of this kind which, so far as I know, has never been departed from, and it is put in much clearer words than I can put it by Lord Campbell in giving their Lordships opinion at page 379 of the report. What he says is this: "The point, therefore, is whether the "exception of jurisdiction only arises where the defendants have "acted strictly, according to the usage and practice of the coun-"try, and the Regulations of the Governor and Council. But upon "this supposition the proviso is wholly nugatory; for if the "Supreme Court is to inquire whether the defendants in this "matter concerning the public revenue were right in the demand "made, and to decide in their favour only if they acted in entire

"conformity to the Regulations of the Governor and Council of "Bombay they would equally be entitled to succeed, if the sta- "tutes and the Charters contained no exception or proviso for "their protection. Our books actually swarm with decisions put- "ting a contrary construction upon such enactments and there "can be no rule more firmly established, than that if parties *bona-* "*fide* and not absurdly believe that they are acting in pursuance "of statutes, and according to law, they are entitled to the spe- "cial protection which the legislature intended for them, although "they have done an illegal act." It is not suggested in this case that the Collector of Madras or the Secretary of State acted *mala fide* or purported to seek the protection of the statute with the full knowledge that all that was being done was to commit a mere act of aggression. Whether they were right or wrong, they thought clearly honestly that they were taking advantage of the provisions which the Statute allowed them to take advantage of interminating this agreement. I am, therefore, compelled to hold that this Court has no jurisdiction to entertain this suit.

I may add that I asked the parties if they wanted me to go into the other questions in the suit and save them further trouble in case I should be held to be wrong in holding that I have no jurisdiction. I am not asked to do that but only to decide the preliminary point, and on that, I hold that I have no jurisdiction.

I dismiss the suit with costs (one set) of the Secretary of State.

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No. 874/112 OF 1920.

CHAMBER OF COMMERCE,

BOMBAY, 8th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Madras.

Dear Sir,—I am directed to acknowledge receipt of your letter, dated 8th ultimo, in connection with the Indian Income-Tax Act, and to state in reply that my Committee entirely agree with the

views expressed by your Chamber's Solicitors on this subject, as set forth in Mr. P. W. Partridge's letter, dated 12th March 1920. My Committee also agree with your suggestion that any Memorial to be presented to Local Governments should be uniform and approved by all Chambers in India, but they are of opinion that the most expeditious way of dealing with this matter is for the Associated Chambers of Commerce of India and Ceylon to draft a Memorial on behalf of all its Members and submit it direct to the Government of India after the draft Memorial has been approved by all Chambers.

2. If you agree with this proposed procedure, I am to request that you will kindly arrange with the Associated Chambers of Commerce to take early action.—Yours faithfully,

C. B. SAYER,
Asst. Secretary.

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No. 837-A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON.

ROYAL EXCHANGE, CALCUTTA,
9th September 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Indian Income-Tax Act: Right of appeal tot he High Court.*

Dear Sir,—I am directed to invite an expression of the opinion of your Chamber on the proposal made by the Madras Chamber of Commerce in the underquoted letter, with its enclosures, in the above connection.

Copies of the papers are attached.—Yours faithfully,

A. C. DANIEL,
*for* Secretary.

CHAMBER OF COMMERCE,

MADRAS, 2nd September 1920.

The SECRETARY,

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,

Calcutta.

Dear Sir,—I am directed by the Committee of this Chamber to forward herewith extracts* from a copy of a letter addressed to the Chairman of this Chamber by Mr. Partridge, a Member of the Firm of Messrs. King and Partridge, the Chamber's Solicitors, in regard to the right of appeal to the High Court for a hearing at any stage of the enquiry in order to ascertain the income-tax payable by a Company, Firm or individual; also an extract from the judgment of the Hon'ble Mr. Justice Coutts Trotter referred to in the above mentioned letter which bears on the point.

Should your Association agree with the views expressed by Mr. Partridge, will you very kindly draft a Memorial and submit the same to the Government of India?—Yours faithfully,

O. KERSHAW,
Secretary.

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No. 1737/112 OF 1920.

CHAMBER OF COMMERCE,

BOMBAY, 24th September 1920.

The SECRETARY,

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,

Calcutta.

Dear Sir,—With reference to your letter, No. 837-A.C., dated the 9th September 1920, and its accompaniments, in connection with the question of the right of appeal to the High Court under the Indian Income-Tax Act, I am directed to state that my Committee are in complete agreement with the views expressed by the Madras Chamber's Solicitors, and set forth in Mr. P. W. Partridge's letter, dated the 12th March 1920.

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*Already printed.

2. I am to add that my Committee further approve the suggestion, which was made by them in the first instance, that the Association should draft a Memorial on behalf of all its Members and submit the same to the Government of India direct.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

# APPENDIX I-4.

## INCOME-TAX ASSESSMENT.

### PROPOSED AMENDMENT OF SECTION 19 OF THE INCOME-TAX ACT, 1918.

No. 3014-F.

GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
DELHI, the 1st December 1920.

ALL CHAMBERS OF COMMERCE AND ASSOCIATIONS.

Sir,—I am directed to enclose a copy of a letter No. 3013-F., dated the 1st December 1920, which has been forwarded to all Local Governments, and to request that the views of your Chamber may be communicated to the Government of India, through the Local Government, at as early a date as possible.—I have, etc.,

J. C. NIXON,
Under Secretary to the Government of India.

No. 13013-F.

GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
DELHI, the 1st December 1920.

ALL LOCAL GOVERNMENTS AND ADMINISTRATIONS.

Sir,—I am directed to say that complaints have been received regarding the difficulties involved in working the procedure laid down by section 19 of the Income-Tax Act, 1918 (VII of 1918).

2. In the original Bill introduced in the Legislative Council on the 6th February 1918, it was proposed that income-tax should be finally assessed on the ascertained income of the preceding year, but the Select Committee abandoned that system and altered the Bill to provide that the tax should be levied in each year in respect of the taxable income of that year. Under the changes introduced by the Select Committee, a provisional assessment is, in the first instance, made on the basis of the previous year's income, while there is a subsequent adjustment under section 19 of the Act when the actual income of the year of assessment becomes known. In their report the Select Committee stated that this alteration had been made "to meet representations made on behalf of the commercial community."

3. The procedure adopted in the Act has, it is understood, led both to considerable complications in the work of the assessing officers and to difficulties and trouble to the assessees. Two assessments are, in practice, made each year, and in some provinces two notices have to be issued, one for the provisional assessment and the other for the adjustment. In some cases, again, an assessee, as the result of the adjustment for the preceding year and the assessment for a current year being made on the same ascertained income instead of having to pay any demand on account of income-tax, receives a refund on account of the net result of the adjustment and provisional assessment. In businesses where profits fluctuate considerably, if the profits in one year are large, the assessee owing to the adjustment and provisional assessment made in the following year, which may be a lean year, has to pay twice on the profits of the preceding year and then wait for another year for a refund. It is suggested that the larger firms, at whose instance section 19 was inserted in the Act, should be asked to work out what amounts they have had to pay under the provisions of section 19 since the Act came into force, and what amounts they would have paid had the assessments been made finally on the profits of the preceding year for the same period.

As regards smaller businesses, it has been represented to the Government of India that it is extremely difficult to get the assessees to understand what the fluctuations in the assessments

mean, and it is obviously most undesirable that assessees should have any difficulty in understanding how the assessments have been arrived at.

4. It is also anticipated that, if the adjustment system is retained, companies and firms will have considerable difficulty in getting a refund of income-tax and super-tax paid in India from the authorities in England. Under section 27 of the Finance Act of 1920, it will be necessary for an assessee to prove that he has paid for a particular year Indian income-tax and super-tax in respect of the same source of income as is being assessed to British income-tax and super-tax.

5. The Parliamentary Joint Select Committee have recommended that each Local Government should get a share in the increase in receipts of income-tax due to an increase in the income brought under assessment, and, if their recommendations are accepted by Parliament, it will be necessary to ascertain each year what the assessed income is in respect of which income-tax has been collected in each province. It will obviously be a matter of extreme difficulty to work out what the assessed income is so long as the adjustment system is retained.

6. From paragraph 479 of the report of the Royal Commission on Income-tax, 1919, it will be observed that the Commission has recommended that the system of basing the assessments in such cases on the profits of the preceding year should be adopted in England, for, amongst other grounds, the reasons that it will be a very important step in the direction of uniformity and simplicity and that it seems to be universally desired. It will be observed from the evidence of the representatives of the Association of British Chambers of Commerce, in Volume III of the minutes of evidence before the Royal Commission, that that Association strongly urged upon the Commission the advisability of basing assessments of business profits on the ascertained profits of the preceding year. The system at present in force in England under which assessments in such cases are made on the average profits of the last three years is of course different from the system now in force in India, but some of the arguments adduced by the

Association would apply with equal force to the change now proposed in the Indian system. The Association pointed out, for example, that the distribution of profits whether by way of dividends in the case of a company or appropriation in a partnership or withdrawal in a business carried on by a private individual is determined by the results as shown by the accounts for the last preceding year, and that it will therefore be more convenient and equitable that income-tax (the share of the State) should be ascertained and provided for in respect of the accounts of each individual year as in the case of the other parties interested in the distribution of the profits. They also pointed out that the change would avoid the inevitable irritation where a trader is losing money and yet has to pay income-tax on apparently fictitious profits based on an average of the profits, even though he is able to obtain a refund at a later date.

7. If it is decided that the adjustment system should be dropped, I am to inquire whether it is considered necessary that any special provision should be made for the years immediately succeeding the change. The question of making any special provision for the years immediately succeeding the change in England was considered by the Royal Commission, and they decided that it was unnecessary. They said, "we are inclined to think that no inequity to the individual is involved by giving full effect to the proposed change at once, because the profits that will form the basis of the assessment for the year in which the change first takes place will be profits which have never entered into any previous average. The only person who might have a grievance is one who has paid, under the system of averages, tax on a larger sum since the commencement of his business than the profits of the business have amounted to. We are inclined to think that in existing conditions the cases in which any hardship would arise must be rare, but whether this is so or not, we are emphatic in our opinion that no general option should be given to the tax-payer to elect, when the basis is changed, which of the two systems he will be assessed under, and that any remedy provided should apply only in the case of proved hardship." Similarly, in the case of India, the profits that will form the basis of assessment in the first year of the change will be profits which

have never entered into the calculations of any previous assessments. The witnesses on behalf of the Association of British Chambers of Commerce were opposed to any provision being made for such cases. An extract from the evidence of the principal witness on behalf of the Association is attached to this letter.

8. It will be necessary, however, to consider whether provision should be made regarding the assessment of new businesses and the assessment of businesses which have closed down. The Royal Commission on Income-tax have recommended that "a new business should be assessed for the first year on the profits of that year, and for the second year on the first year's profits subject to an adjustment to the actual profits of the second year at the option of the tax-payer. Where a business is discontinued or ceases in any year, we suggest that it should pay on the actual profits of that year up to the date of cessation, and that the Revenue should have the option of substituting the actual profits for the assessed profits in the penultimate year. For example, assuming that a business lasts for $9\frac{1}{2}$ years, it will pay for the year 1 on the actual profits of the year 1; for the year 2, on the profits of the year 1 or the year 2 at the option of the tax-payer; for the first half of the year 10, it will pay on the actual profits of that period; and for the year 9, the assessment, based on the profits of the year 8, will be capable of adjustment at the option of the Revenue to the profits of the year 9." The Government of India are inclined to think that a simpler solution would be both at the beginning and at the end of a business to assess in each case on the profits of the preceding year.

9. As the question is one of some urgency, if it is to be given effect to by legislation in the ensuing session, I am to ask that the views of His Excellency the Governor in Council may be forwarded to the Government of India as soon as possible. Copies of this letter are being sent to the several Chambers of Commerce, who are being requested to forward their views through the respective Local Governments.—I have, etc.,

J. C. NIXON,

Under-Secretary to the Government of India.

*Extract from the evidence of the principal witness on behalf of the Association of British Chambers of Commerce.*

* * * *

"8225 Q. Would you not have to give three years' notice, or two years' notice?

A. I do not think so. You must make a beginning some time if you are going to make a change, and to my mind you should make it at once. It may be necessary, in making the change, to assess twice on the same year.

8226 Q. Could you consider putting in some carefully considered suggestion; because after all, this proposal of yours has been put forward by various witnesses, but you agree there is a difficulty as to exactly how to make the change?

A. I do not apprehend any great difficulty.

8227 Q. It is easy to make the change, but will there not be great anomalies owing to the variation of profits and losses?

A. You cannot help that at the commencement. There may be anomalies, but they will all right themselves in a couple of years.

8228 Q. Yes, that is why I suggested perhaps two years notice of the change?

A. But they would have to make the commencement at the end of two years. You must commence some time.

* * * *

8242 Q. It would be a simplification?

A. It would be a simplification. People understand it better. As I say in my memorandum, they base their distribution of profit on the one year's accounts, and they feel they should at the same time make provision for the liability to the State for each year out of its profits.

8243 Q. When a change of that sort is made, what will happen inevitably will be that some people will gain by it in the first year and others will lose?

A. Yes, we cannot help that; but all those anomalies would be righted in a very short time.

8244 Q. And you think the change would be agreeable to the commercial community ?

A. I think so."

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No. 33/112 OF 1921.

CHAMBER OF COMMERCE,

BOMBAY, 6th January 1921.

The UNDER-SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

Sir,—I am directed to inform you that my Committee are in receipt of a copy of a letter, No. 3013-F, dated the 1st December 1920, addressed by the Government of India, Finance Department, to all Local Governments and Administrations in connection with a proposal to amend the procedure laid down by Section 19 of the Income-Tax Act, 1918, (VII of 1918).

2. In accordance with the request contained in the last paragraph of the abovementioned letter I am directed to forward to you, for submission to the Government of India, the following expression of my Committee's views in regard to the proposal in question.

3. My Committee note that the change in procedure suggested by the Government of India in their letter is, in fact, a reversion to the former practice whereby income-tax was assessed on the basis of the ascertained profits of the previous year instead of a provisional assessment being made on the basis of the previous year with a subsequent adjustment in the following one.

4. As the change proposed has the advantage of simplifying the procedure my Committee desire me to express their approval of the same on condition, however, that the new procedure does not come into operation for a period of two years. My Committee are led to make the above reservation by reason of the fact that,

in their opinion, there is a danger, otherwise, of the new procedure not operating equitably towards the tax-payer, as they consider that it is only reasonable to assume that Company profits have attained their maximum growth and are entering upon a period of decline.—I have, etc.,

C. B. SAYER,
Secretary.

# APPENDIX J-1.

## DELAY OR NON-PRESENTMENT FOR PAYMENT OF NEGOTIABLE INSTRUMENTS.

No. H/6 of 1920.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 1st March 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Subject.—*Proposal to amend the Negotiable Instruments Act with a view to providing for delay or non-presentment for payment of negotiable instruments.*

Sir,—I am directed to forward a copy of the letter No. 1130-D, dated the 11th February 1920 from the Government of India on the subject mentioned above, and to request that the Government of Bombay may be favoured with the opinion of your Chamber by 15th March 1920.—I have, etc.,

SHAMRAO D. MANKAR,
For Under Secretary to Government.

No. 1130-D.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
DELHI, the 11th February 1920.

The CHIEF SECRETARY TO THE GOVERNMENT OF BOMBAY

Sir,—I am directed to address you on the subject of a suggested amendment of the Negotiable Instruments Act, XXVI of 1881.

2. Chapter V of the Negotiable Instruments Act contains rules for the presentment of promissory notes, bills of exchange and cheques, but there is no provision in the Act on the lines of that contained in section 46 (1) of the English Bills of Exchange Act, 1882, (45 and 46 Vict., C,-61), excusing delay in making presentment for payment when the delay is caused by circumstances beyond the control of the holder. The Indian Bills of Exchange Act 1916, (XIV of 1916), does, it is true, provide for delays in presentment of bills on account of the War, but this legislation is only a War measure and does not provide for the general cases covered by the English Act. The Government of India, therefore incline to the opinion that the Negotiable Instruments Act should be amended by the addition of a section on the lines of Section 46 (1) of the English Bills of Exchange Act of 1882.

3. Before arriving at a decision on this proposal the Government of India would be glad to be favoured with the views of His Excellency the Governor in Council and those of the commercial public in this connection ; I am accordingly to request that, if His Excellency the Governor in Council has no objection, the Chambers of Commerce may be consulted as to the necessity for the proposed amendment and their views may be communicated to the Government of India together with the opinion of the Local Government,—I have, etc.,

E. C. ANSORGE,
Under Secretary to the Government of India.

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No. 410-92 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 18th March 1920.

The UNDER SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. H.-6 of 1920, dated 1st March 1920, and enclosure, upon the subject of a proposal to amend the Negotiable Instruments Act with a view to providing for delay or non-presentment for payment of negotiable instruments.

2. In reply I am to state that my Committee are of the opinion that the Negotiable Instruments Act should be amended by the addition of a section on the lines of Section 46 (1) of the English Bills of Exchange Act of 1882,—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

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No. H/6.

FINANCIAL DEPARTMENT,
SECRETARIAT, FORT, BOMBAY,
Dated the 3rd December 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Subject.—*Certain Amendments to the Negotiable Instruments Act, I XXVI of* 1881.

Sir,—I am directed to forward copies of the letter No. 8042, dated 16th November 1920 from the Government of India and its accompaniments, on the subject mentioned above, and to request that the Government of Bombay may be favoured with the opinion of your Chamber by the 21st December 1920,—I have, etc.,

H. V. BRAHAM,
Under Secretary to the Government of
Bombay.

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No. 8042.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE,
DELHI, the 16th November 1920.

The CHIEF SECRETARY TO THE GOVERNMENT OF BOMBAY.

Sir,—I am directed to address you on the subject of certain Amendments to the Negotiable Instruments Act, XXVI of 1881, which were suggested by certain bodies when the question of

amending the Act on the lines of Section 46 (1) of the English Bills of Exchange Act, 1882, was referred to Local Governments and Administrations in the letter from this Department No. 1130-D, dated the 11th February 1920.

2. I am to enclose extracts from the letters cited in the margin, which contain the proposed amendments and to request that, if His Excellency the Governor in Council has no objection, the Chambers of Commerce may be consulted as to the necessity for the suggested amendments and their views may be communicated to the Government of India together with the opinion of the Local Government at a date not later than the 15th January 1921.—I have, etc.,

(a) Extract paragraphs 3-7 of letter from the Bengal Chamber of Commerce, No. 1282-1920, dated the 19th April 1920.
(b) Extract of paragraphs 3 of letter from the Upper India Chamber of Commerce, No. 7803, dated the 17th April 1920.
(c) Extract paragraphs 3-4 of letter from the Government of Madras, No, 488, dated the 6th May 1920.

E. ROGERS,
*For* Deputy Secretary to the
Government of India.

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*Extract from letter No.* 1282-1920, *dated Calcutta, the* 19*th April* 1920, *from H. M. Haywood, Esquire, Secretary, Bengal Chamber of Commerce, to the Secretary to the Government of Bengal, Commerce Department.*

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3. They desire, however, to go further and to submit, for the consideration of Government, a proposal for an additional amendment of the Chapter. It has been brought to their notice that the limit of time imposed by the Act for obtaining acceptance causes considerable inconvenience and hardship. In particular, banks frequently have cause to complain that, in dealing with small Indian traders, it is very often exceedingly difficult to obtain acceptance of bills even within forty-eight hours, apart from the trouble which is experienced in tracing petty dealers in the first instance.

4. Under the Bills of Exchange Act (Section 42) the time allowed is customary time, and the effect of such a provision with regard to trade bills seems to be this: if a bill left for acceptance within business hours one day is not accepted before the close of business hours on the next day, it must be noted for

non-acceptance or otherwise treated as dishonoured. The Indian Law does not make any distinction between trade bills and other bills, but fixes a definite period of twenty-four hours in all cases. Presumably the legislature, in framing the Act, was guided largely by the custom and practice of English trading communities, among whom of course the twenty-four hours' rule had been established. But the conditions in India are so obviously dissimilar that it seems impracticable to enforce a rule, which was not based on any prevalent custom, and which has proved in working to be unsuitable to this country.

5. An undue extension of time is naturally out of the question and contrary to the principle of the Act, having regard to the intervening rights of third parties. But the Committee submit that consideration should be given to the conditions and customs prevailing among the community at large. It cannot be, they think, expected that a people deliberative by nature will, in the course of a few years, acquire the swifter and more machine-like methods of the West. And it is, as a matter of fact, found in experience, and naturally so, that traders here will not be brought to see the urgency of an immediate acceptance.

6. If it is found, as a matter of common experience that acceptance cannot be obtained within the period now limited, it is suggested that the limit should be extended to conform to the customs and requirements of the locality, in which the generality of traders themselves concur. In other words, it has to be considered whether it is practicable to attempt to enforce by law a custom which a considerable portion of the community does not regard either as convenient or as binding upon themselves, or other members. As matters stand, the banks, though probably aware in a large number of instances that bills will be accepted, provided the drawees are given sufficient time for deliberation, have no option nor alternative but to treat the instruments as dishonoured at the expiration of twenty-four hours, and to give the necessary notices.

7. The Committee believe that, if the opinion of other communities in India were to be sought, practically all would be found to

concur in the foregoing views. They respectfully urge therefore, at the instance of the Calcutta Banks, that a further amendment be brought forward for consideration, namely, for the extension of the time within which bills are to be accepted after presentation, from twenty-four hours to forty-eight hours, or for such further, or other, period as may be deemed advisable or practicable.

*Extract from letter No.* 7803, *dated the* 17*th April* 1920, *from the Secretary, Upper India Chamber of Commerce, Cawnpore, to the Secretary to Government, United Provinces Financial Department, Allahabad.*

3. While on this subject, my Committee would draw the attention of Government to the difficulties experienced by the holders of Bills, the drawees of which are non-business men residing not in easily accessible towns or cities but in small villages of the moffussil. When presentment is made in such cases through the post, it sometimes happens that a bill gets lost in transmission or else the drawee denies having received it. This results in great inconvenience to the holders. My Committee would suggest that some such provision should be made in the Act that a demand accompanied or followed by a copy of the bill on or before the due date should be considered equivalent to the presentment of the actual Bill for the purpose of the Act.

*Extract from a letter from the Hon'ble Mr. R.A. Graham, I.C.S., Acting Chief Secretary to the Government of Madras, Financial Department, to the Secretary to the Government of India, Department of Commerce, Simla, No.* 438, *dated Stonehouse Hill, the* 6*th May* 1920.

3. The Secretary and Treasurer, Bank of Madras, and the Chamber of Commerce, Madras, suggest that the amendment should cover also cases of delays in presentment of bills for acceptance presumably on the lines of section 41 (2) of the Bills of Exchange Act, 1882.

4. His Excellency the Governor in Council is of opinion that the proposed amendment is desirable and commends the proposal in paragraph 3 above for the consideration of the Government of India.

No. 2566/92 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 28th December 1920.

The UNDER SECRETARY to the GOVERNMENT OF BOMBAY,
FINANCIAL DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. H-6, dated the 3rd December 1920, and its accompaniments on the subject of the amendment of the Negotiable Instruments Act, XXVI of 1881.

2. In reply I am to state that my Committee are of opinion that the Act in question should be amended upon the lines indicated in paragraph 7 of the letter, No. 1282—1920, dated the 19th April 1920, from the Bengal Chamber of Commerce, a copy of which accompanied your letter under reference.

3. I am to add that my Committee desire also to endorse the further amendments proposed by the Upper India Chamber of Commerce and the Bank of Madras and the Madras Chamber of Commerce respectively.—I have, etc.,

C. B. SAYER,
Acting Secretary.

## APPENDIX J-2.

## BOILER LAWS COMMITTEE.

No. B. I./7783 OF 1920.

BOMBAY COLLECTOR'S OFFICE,
STEAM BOILERS' DEPARTMENT,
BOMBAY, 30th November 1920.

The SECRETARY,
CHAMBER OF COMMERCE,
Bombay.

Sir,—I have the honour to inform you that the Government of India have appointed a Committee consisting of Mr. F. D. Ascoli, I.C.S., as President and Messrs. D. B. Mann and D. R. MacIntosh,

respectively, Officiating Chief Inspector of Factories, Bengal, and Chief Inspector of Steam Boilers, Bombay, as Members to consider the question of the unification of the Acts and Regulations relating to the inspection working and construction of boilers in India and connected matters. This Committee is called the Boiler Laws Committee. It will visit Bombay on its tour and proposes to examine witnesses here between 8th and 11th December 1920. You have been selected as one of the witnesses to give evidence before the Committee through a representative and in anticipation of your compliance I am forwarding herewith a copy of the questionnaire drawn up by the Committee and request you to be so good as to send in your replies in triplicate, if possible, so as to reach this office not later than 5th December 1920.

2. The Committee further wishes to examine the witnesses orally in the Collector's Office, Old Town Custom House, where it will meet during the period of its stay here. I shall therefore be much obliged is you will be so good as to arrange for your representative to be present on Wednesday the 8th December at 3-30 p.m,, and give your evidence. If the above date and time will not suit your representative, please let me know another hour except 2 p.m., on the same or other day. It is hoped, however your representative will make a special effort to attend at the above time and date as it is very difficult to arrange otherwise for all the witnesses by correspondence at such short notice.—I have, etc.,

J. P. BRANDER,
Collector of Bombay.

## BOILER LAWS COMMITTEE.

### INSTRUCTIONS TO PERSONS INVITED TO GIVE EVIDENCE BEFORE THE COMMITTEE.

*(Answers are not expected to questions except those of which each individual witness or the body or association which he represents has actual knowledge or experience.)*

(1) The questions in the accompanying list have been framed in order to cover, so far as practicable, all the points included in the terms of reference.

(2) For convenience of reference, that part of the Report of the Indian Industrial Commission which deals with the administration of the Boiler Acts s reprinted in Appendix A.

Paragraphs 221 a nd 222 at pages 144—145 of the Report of the Indian Industrial Com. mission.

(3) The law and regulations regarding the inspection, working and upkeep of boilers are contained in seven different Acts,* amplified by different sets of rules framed under the Acts. The appointment of certificated engineers, where required, is laid down in the Acts themselves; detailed instructions for the inspection of boilers and for boiler standards are prescribed in rules and regulations. It is accordingly necessary to distinguish between the possibility and advisability of unifying the Acts on the one hand and the rules and regulations on the other for the whole of India.

* Bengal Act, III of 1879 in force also (in Bihar and Orissa and Assam). Bombay Act, V of 1917. Madra. Act, III of 1893 United Provinces Act, III of 1915. Punjab Act, II of 1920. Burma Act, II of 1910. Central Provinces Act, II of 1907.

(4) It is necessary to bear in mind that under the Reform Scheme it is proposed that legislation regarding boilers should rest with the Government of India, while the administration of the Acts should remain with Provincial Governments.

## QUESTIONNAIRE.

1. State the nature and extent of the experience that you have had of the boiler law of your province or of other areas.

### *I. Certificated Engineers.*

2. Is it in your opinion advisable that all persons in charge of boilers or alternatively all persons in charge of boilers exceeding a specified horse-power, should possess certificates? Please state your reasons.

3. Can you state from experience whether accidents to boilers are more frequent in areas where certificated engineers are not by law required? Are boiler engineers in such areas generally less technically qualified than in others?

4. Is there any reason to think that certificated engineers may be necessary in certain areas and not in others? If so, would you leave it to Provincial Governments to decide where they are necessary?

5. (*a*) If your answer to question 2 is in the affirmative, should a certificate granted in one province be valid in all others ? (*b*) What qualifications would you accept in lieu of the ordinary certificate ?

6. If your answer to 5 (*a*) is in the affirmative, would it be necessary to have certificates of different standards ? How would you propose to maintain uniformity in certificates of one or more standards granted in different provinces ?

7. Please state your views (if any) on the syllabus for a certificate examination (if required) and on the constitution of the examining bodies.

8. Is it a fact that employers dislike certificated engineers on the ground that they are generally not prepared to do practical work in the engine-house because their retention is compulsory ?

9. Is it your opinion that where certificates for boiler engineers are compulsory, the desire for a certificate as a boiler-engineer interferes with the ordinary training of a mechanical engineer ? If so, could this be remedied by an alteration in the syllabus for the certificate ?

*II. Introduction of a uniform standard.*

10. What practical disadvantages can you point to which arise from the adoption of different standards for boilers in different provinces ? Have any such instances been brought specially to notice ?

11. Are there in your opinion any technical reasons why different standards should be adopted for different parts of India ?

12. Can you point to any practical difficulties in laying down a uniform standard or standards for the whole of India ?

13. What criticism have you to offer of the standard prescribed in your province or in any other area of which you have experience ? Are the existing rules or regulations applicable to all modern types of boilers ? Please give details for any alteration that you may suggest in the regulations.

14. (*a*) Assuming that you are in favour of a uniform standard or standards, do you agree that the technical rules for the guidance of inspectors should be framed by the Government of India ? (*b*) Assuming that Provincial Governments will administer the working of the Act, would you give them any power to modify the technical rules relating to the standard and for determining the pressure for which a boiler may be licensed, (1) subject to the control of the Government of India or (2) on the authority of the Provincial Governments only ?

15. Assuming that your answer to 14 (*a*) is in the negative, can you suggest a practical alternative method of securing uniformity ?

16. Do you agree that a certificate given for a boiler in one province should be valid throughout India during its continuance, subject to registration in the province in which it is used ?

### *III. Unification of the law.*

*Note.*—[ The important differences in the existing Acts may be classified as follows :—

(*a*) Extent of application to local areas.

(*b*) Exclusion of certain classes of boilers.

(*c*) Inclusion of prime-movers and other machinery.

(*d*) Appointment and control of inspection staff.

(*e*) Appellate authorities.

(*f*) Examination and appointment of certified engineers.]

### *III (a) Extent of local application.*

17. Are there any reasons (apart from difficulties of inspections) why the Act should not be applicable to boilers wherever situated ? If so, would you give Local Governments power to exclude areas by notification, or should the power be exercised by the Government of India ?

18. What areas in your province are at present excluded from the operation of the existing Act and for what reasons ?

*III (b) Exclusion of certain classes of boilers.*

19. What classes of boilers in your province are excluded from the operation of the existing Act (*a*) absolutely by the Act itself, (*b*) by rules made under the Act? Is their exclusion suitable? If not, what classes of boilers should be absolutely excluded, and what classes liable to exclusion by rules or notifications under the Act?

20. Would the same principle as regards exclusion apply to both of the above classes throughout India? Should the power to exclude in either case rest with the Government of India or with the Provincial Government.

21. In particular should boilers used for agricultural purposes be excluded from the operation of the Act? Please state your reasons. Would you also exclude boilers used (*a*) in tea gardens, (*b*) indigo factories, (*c*) for sugar-cane crushing?

*III (c) Inclusion of Prime-Movers and other Classes of Machinery.*

22. Please state to what extent the present Act is applied in the inspection of prime-movers or other classes of machinery. Is this inspection efficacious or necessary?

23. Having regard to Section 18 of the Indian Factories Act (XII of 1911), do you think that any necessity exists for similar safe-guards in establishments that do not come within the operation of the Factories Act?

*III (d) Appointment and control of Inspecting Staff.*

24. What is the present constitution of the Boiler Inspecting Staff in your province? Are the appointments made by Government or by some other body? Under whose control does the staff work?

25. If the Act be extended to the whole of your province, and not only to notified areas, what increase, if any, in the Inspecting staff would be necessary.

26. Do you accept the findings of the Public Services Commission that the Boiler Inspectors should be Government servants paid from general revenues and not from a fund established *ad hoc* and that in all the larger provinces there should be a Chief or Senior Inspector responsible for the effective working of the Staff? If so, should this be definitely laid down in the Act?

27. It was proposed by the Indian Industrial Commission that boiler inspection should be under the administrative control of the Provincial Department of Industries. Do you think that control by the Director of Industries and the Chief or Senior Inspector would be sufficient, or would further control be necessary, *e.g.*, by the District Officer? How far should the general power of control be prescribed by the Government of India, and how far left to the authority of Provincial Governments?

28. In some provinces control is exercised by a Boiler Commission; this principle was condemned by the Public Services Commission, who held it to be unsound that representatives of the interests to be inspected should have a voice in the management of the inspection department; the system has been justified as a mitigation of the severity caused by differences of the law and regulations in different provinces. Do you accept the finding of the Public Services Commission, especially if the law and regulations are unified throughout India?

29. If the Act be extended to the whole of a province and not only to notified areas, would the control of a Boiler Commission for each province be effective?

30. As Provincial Governments will be responsible for the administration of the Act, do you agree that they should be responsible for framing detailed rules for inspection (excepting the rules referred to in question 14), based on model rules to be framed by the Government of India?

*III (e) Appellate authorities.*

31. Describe the system of appeal and the constitution of the appellate authority at present in force in your province. Is the system satisfactory, or what alterations would you suggest?

32. In view of the fact that appeals are concerned with technical matters is it your opinion that the appellate authority or the assessors ( if any) or both should be experts ?

33. Would a single appellate authority suffice for the whole of your province ?

34. Is there in your opinion any reason for the constitution of appellate bodies of different types (*a*) in different provinces, (*b*) in different parts of your province ?

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## APPENDIX A.

*Extract from the Report of the Indian Industrial Commission,* 1916-1918.

* * * *

THE ADMINISTRATION OF THE BOILER AND PRIME-MOVER ACTS.

Diversity of practice in various provinces.

221. With reference to the administration of the various provincial Boiler and Prime-Mover Acts, there is a great diversity of practice all over India, which causes trouble to persons who purchase boilers from other parts of India or desire to employ engineers who hold certificates from other provinces. We have enquired closely into the question of the certification of engineers and boiler attendants. We do not find that in provinces where certification is required, engineers are better qualified or accidents less frequent than in those where this is not the case. It is urged that these certificates are to some extent a guarantee to owners of small industrial plants of the competence of applicants for employment. We do not attach much importance to this argument, and it will have still less weight if owners and employers have the advice of a local Department of Industries to help them. On the other hand, it is undoubtedly the case that, the possession of a certificate gives a fictitious value to its holder and makes it more expensive to employ him on small installations. It is true that certain educational institutions owe many of their pupils to the fact that they prepare them for boiler certificate examinations, but this is beside the point. The demand for

qualified engineers is greatly on the increase, and a better class of man than the mere "engine driver" must be provided for the larger organised industries.

Accidents are usually due either to carelessness, or to defects in the plant. When due to ignorance, which is seldom, they are likely to occur during the absence of the responsible attendant, a possibility that is at least as great in provinces which insist on certificates as in those which do not. It must also be remembered that at present the law does not apply to the case of internal combustion engines, which are not less liable to accidents in their way than steam engines.

Recommendations of the Commission.

222. The Boiler Inspection Department is considered at length in the report of the Public Services Commission (page 126). The Commissioners lay down four principles for general guidance :—

"In the first place, the time has come to make the Boiler Inspectors Government servants in every respect, like the Factory Inspectors, and to pay from general revenues both their salaries and their pensions, irrespective of the amount of fees earned. Secondly, expert supervision of the inspecting staff is essential. Police Officers and Members of the Indian Civil Service do not possess the necessary technical qualifications. Thirdly, the present system, by which in certain places representatives of the interests to be inspected have a voice in the management of the inspection department, is unsound, and should be abolished. Fourthly and finally, there should be one officer in each of the larger provinces who should be responsible for the effective working of the inspection staff. He should be called either a chief or first inspector according as the work to be done is on a large or small scale."

We endorse these recommendations, and would add the following :—

(1) Boiler Inspection should be a duty of the Provincial Departments of Industries.

(2) The Imperial Department of Industries should draw up a series of technical rules for the guidance of inspectors in determining the pressure for which a boiler may be licensed throughout India and should bring and maintain these rules up to date in a form applicable to the various modern types of boilers.

(3) The laws compelling persons in charge of boilers to possess certificates should be abolished.

The second and third of these proposals would involve legislation.

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No. 2412/230 OF 1920.

CHAMBER OF COMMERCE,

BOMBAY, 8th December 1920.

The COLLECTOR OF BOMBAY,

Bombay.

Sir,—I have the honour to acknowledge receipt of your letter No. B. I./7783 of the 30th ultimo in connection with the question of the unification of the Acts and Regulations relating to the inspection, working and construction of boilers in India and connected matters. In reply I am to state that it is impossible for the Chamber to submit written replies to the questionaire or to appoint a representative to give oral evidence before the Committee at such short notice.

I am to add, however, that my Committee endorse generally the recommendations of the Public Services Commission in this connection and the additions thereto suggested by the Indian Industrial Commission.—I have, etc.,

H. ROYAL,

*for* Acting Secretary.

# APPENDIX J-3.

## THE INDIAN CARRIERS ACT.

No. C./362 of 1920.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 15th June 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

*Subject.—Amendment of the Indian Carriers Act, III of* 1865.

Sir,—I am directed to forward for the information of your Chamber a copy of the letter from the Government of India, Department of Commerce, No. 2484-G, dated 26th May 1920, and its accompaniments, and to request that this Government may be favoured with the views of your Chamber on the proposed amendments.—I have, etc.,

A. H. DRACUP,

*for* Under Secretary to Government.

No. 2484.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE,

SIMLA, the 26th May 1920.

The CHIEF SECRETARY TO THE GOVT. OF BOMBAY.

Sir,—I am directed to forward herewith copy of the papers noted in the margin, on the subject of the proposed amendment of the Indian Carriers Act, III of 1865.

Letter from the Government of Bengal, No. 60-T. Com., dated the 25th May 1917, and enclosure.

2. The Government of India incline to the view that the amendments proposed by the Government of Bengal are desirable, but as the matter is one which closely effects the mercantile com-

munity they would be glad if His Excellency the Governor in Council will favour the Government of India with his views on the proposal, after consulting the mercantile community and such other local bodies and individuals as he may think desirable.—I have, etc.,

E. C. ANSORGE,
Under Secretary to the Government of India.

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No. 60-T.-Com., dated Darjeeling, the 25th May 1917.

From—The Honourable Mr. James Donald, M.A., I.C.S., Secretary to the Government of Bengal, Financial Department;

To—The Secretary to the Government of India, Department of Commerce and Industry.

I am directed to address you with reference to the Indian Carriers Act, III of 1865. The Bengal Chamber of Commerce have brought to the notice of this Government in a letter, copy of which is herewith forwarded, in connection with a decision of the Appellate Branch of the Calcutta High Court in the case India General Navigation and Railway Company, Limited, *versus* Gopal Chand Guin (XVII C. W. N. 970), that section 8 of this Act operates inequitably against the carrier. In this case a passenger in one of the Company's steamers took with him six packages of silk-thread, which he booked as ordinary luggage. Silk-thread is one of the excepted articles, scheduled under the Act, for the loss of which, unless expressly declared, no liability attaches to the carrier. The steamer caught fire and the packages were destroyed. The passenger sued for recovery of damages on the ground that the destruction by fire was due to the negligence of the Company. The Appellate Court held that the Company were liable for the full value of the goods because the latter had been lost through their negligence. In the course of their judgment, their Lordships remarked:—

> "Reading sections 3 and 4 with section 8, it appears that although a common carrier is not liable for the loss or damage of property of a certain description above

one hundred rupees in value unless the value or description thereof are expressly declared by the person delivering them to be carried, and although the carrier is entitled to charge a higher rate for such properties, he is liable for the loss of, or damage to, such property if such loss or damage arises from the negligence or criminal act of the carrier or of any of his agents or servants."

3. From this decision it is clear that the carrier is exposed to onerous risks under the Act, and that the benefits conferred upon him by section 3 are to a large extent rendered nugatory by the provisions of section 8. The point in section 3 regarding the declaration of goods is that it enables the carrier to know that he is carrying valuable goods or goods likely to be damaged unless special precautions are taken, and he takes particular care in regard to the conveyance of such goods. Where negligence arises despite these precautions, the carrier has to incur the penalty. But the case is different where the goods have not been declared, and the carrier, in ignorance of the valuable or frail character of the goods, does not extend to them the precautions he would observe if they were declared. The Governor in Council considers that the liability of the carrier should be modified in this respect. He would accordingly recommend for the consideration of the Government of India that sections 8 and 9 of the Act should be amended so as to provide in the case of scheduled articles not declared under section 3, that the carrier, while retaining his present responsibility in the event of a criminal act, should be freed from liability for loss or damage arising from the negligence of the carrier or his agents or servants. His Excellency in Council would also suggest that where loss or damage results from a criminal act in the case of scheduled articles not declared under section 3 the onus of establishing the criminal act, if alleged, should, in a suit for damages, be on the plaintiff.

4. I am also to point out that whereas the Indian Railways Act allows Government to add by notification in the *Gazette of India* to the Schedule of excepted articles other articles of special value, the Indian Carriers

*Vide* item (s) in second Schedule to the Railways Act, 1890.

Act has no such provision. The Schedule does not include such expensive commodities as opium, jade, amber, hemp, rubber and feathers. The Governor in Council would suggest, if the amendment of the Carriers Act is to be taken up, that Government should likewise be empowered to make additions to the Schedule.

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No. 572, dated Calcutta, the 25th March 1916.

From—The Secretary, Bengal Chamber of Commerce ;

To—The Chief Secretary to the Government of Bengal, Judicial Department.

I am directed to address you with reference to the Indian Carriers Act, III of 1865.

2. It is within the knowledge of Government that for many years past the various Inland Steamship Companies, having their Head Offices in Calcutta, have urged the need for the amendment of this Act. In 1873 they asked the Secretary of State so to modify it as to enable carriers to protect themselves from their liability as insurers, or to limit that liability. They continued to press the question until 1896, when they restricted their request to the right to exempt themselves from liability caused by casualties not arising from negligence, and to have the burden of proof shifted from the carrier to the owner of the goods. During the period in question two alterations only were made in the law. One of these was in favour of the carrier, and the other was against him. The former shortened, from three years to one year, the limitation period within which suits against the carrier may be filed. The latter repealed section 81 of the Indian Railways Act (IX of 1890) which gave steamers, working in through-booking relations with railways, and carrying goods under railway documents, the benefit of that Act.

3. During the past eighteen months the Inland Steamship Companies have revived the question. They have entered in detail into various points in connection with which the provisions of the Act bear harshly, in their opinion, upon their interest ; and they have suggested certain amendments which would, they

consider, remove these hardships and make the law more equitable when regarded from their standpoint. These several amendments have been closely examined and discussed by the Committee of the Chamber, and by the other mercantile associations interested. The Committee, after prolonged deliberation, find themselves unable to support all of them, but there is one which should, they think, be adopted, and concerning this they have instructed me now to approach the Government.

4. In the schedule to the Carriers Act certain "excepted" articles—gold, silver, precious stones, etc.—are enumerated. And section 3 is to the effect that no common carrier shall be liable for the loss of, or damage to, any of the articles so enumerated, and exceeding Rs. 100 in value, unless the description and value of the property shall have been expressly declared by the person delivering it to the carrier or his agent. Section 4 goes on to provide that every carrier may require payment for the risk undertaken in carrying excepted articles, exceeding in value Rs. 100, at such rate as he may fix. Read by itself section 3 no doubt affords complete protection to the carrier for the loss of, or damage to, excepted articles when not declared. But the provisions of section 8, as constructed by the Indian Courts, have rendered section 3 wholly nugatory for all practical purposes.

5. Section 8 is as follows:—"Notwithstanding anything hereinbefore contained every common carrier shall be liable to the owner for loss or damage to any property delivered to such carrier where such loss or damage shall have arisen from the negligence or criminal act, of the carrier or any of his agents or servants." The Calcutta High Court has held that, in respect of scheduled articles, the liability of the carrier in the case of negligence is in no way restricted by the fact that the description and value of the article are not declared. The wording of the Act itself leaves the whole question vague. Section 3 requires that the shipper shall make a declaration, but the Act nowhere says what is to happen if he fail to do so, or decline to pay the increased rate demanded.

6. The judgment in question was delivered, on the 9th May 1913, by the Appellate Bench of the Calcutta High Court in a suit brought by one Gopal Chandra Guin against the India General Navigation and Railway Co., Ld. In this case a passenger on one

of the Company's Steamers took with him 6 packages of silk-thread. Silk-thread is an excepted article, but the passenger did not declare its description or value: he merely booked it as luggage. The steamer caught fire, and the packages were destroyed. The passenger sued for recovery of damages, on the ground that the destruction by fire was due to the negligence of the Company. The packages ought of course to have been shipped as merchandise, in which case freight would have been payable; and, if the description had been declared, a considerable sum would have been charged for undertaking the risk. But the Appeal Court held that the Company were liable for the full value of the goods, because the latter had been lost through their negligence. It is, however, significant that, although the plaintiff was successful, the Appeal Court refused to allow his costs in any one of the three courts in which the suit was heard, though the costs probably exceeded the value of the claim. This finding furnishes, the Committee think, a very strong argument for the necessity of an amendment of the law, which the Appeal Court evidently considers to be unjust. But if the claim were of considerable magnitude a shipper would not be of course deterred from bringing a suit even at the risk of losing his costs.

7. It is clear from the foregoing that carriers are exposed to onerous risks under the Act, as interpreted in the manner explained. A passenger might take with him as luggage goods of any value, for example, a packet of jewels worth, say, a lakh of rupees. If the packet should be lost through the technical negligence of the Company he would be entitled to claim for its value in full, notwithstanding the fact that he had not declared its description, and that the Company could not have entered into any contract with him for its carriage. As the law now stands the carrier is nominally permitted to limit his liability, so long as he is not guilty of negligence. But the onus of disproving negligence rests upon him; and the courts hold that an outbreak of fire, due to an unexplained cause, on one of his steamers, or flats, is evidence of negligence. The result is that in case of fire the carrier is liable for everything on board, whether undeclared articles excepted by the schedule, or articles carried under special contracts.

8. The position seems to the Committee to be sufficiently serious to justify the amendment of the Act, and they recommend that this should be undertaken. They understand that the English Carriers Act of 1830 has similar provision to that contained in section 3 of the Indian Act. And they are advised that the English Law on the point has been clearly established by the leading case of Hinton *vs.* Debbin—2 Q. B. 646. In this case it was held that if goods within the Act are sent to a carrier for conveyance without a declaration of their net value, and without a payment of, or an engagement to pay, an increased charge, the carrier is not liable for loss even though such loss may be caused by the gross negligence of himself or his servants. The Committee have also been referred to the following from pages 21 and 22 of volume 4 of Lord Halsbury's "The Laws of England":—"The carrier is entitled to the protection of the Act whether he gives the prescribed notice or not, but he can only demand the additional charge when the notice has been given. The fact that loss or injury is caused by gross negligence does not deprive the carrier of the protection of the Act, but if he wilfully does an act inconsistent with his contract, or converts the goods to his own use he is liable."

9. The framers of the Indian Act do not appear to have fully appreciated the effect of the provisions of section 8. For it is difficult to understand that there can be reason for so differentiating between the English and the Indian Law as to expose the Indian carrier to liability for loss notwithstanding the failure of the shipper to make the required declaration. The Indian Act also makes no distinction between "passengers' luggage 'and' merchandise." Every description of property given to the carrier for carriage is included under the term "property". The English Law distinguishes between the two, ordinary or personal luggage including only articles of apparel, and such things as a passenger takes with him for his personal use and convenience. Articles carried for purposes of trade are not accepted as passengers' luggage. Where a passenger takes with him merchandise in the guise of personal luggage, the carrier under the English Law, does not contract to carry such goods; and if they are lost or damaged he is absolved from all liability. The Indian carrier is thus exposed to a risk which he has not contracted to undertake, and

of which he may be totally unaware. The English Law would not make him liable for it in any circumstances; and the Committee are advised that there is no principle, either under the common law, or under any law relating to contract, which can justify its imposition. Moreover, the Act is, as I have already stated, silent upon the point as to what consequences ensue when a declaration having been made, a shipper refuses to pay the higher rate demanded.

10. A further matter remains to be noted. The Indian Railways Act allows Government to add by notification in the *Gazette of India* to the Schedule of excepted articles, other articles of special value. The Indian Carriers Act has no such provision, and its absence is felt by the Steamer Companies to be a hardship. The Schedule does not include such expensive commodities as opium, jade, amber hemp, rubber and feathers. These articles have from time to time been added, by notification, to the Schedule to the Railways Act; and the Committee suggest that the Government should likewise be empowered to make additions to the Schedule to the Carriers Act.

11. In conclusion, the Committee urge that their proposal for the amendment of the law should be favourably considered by the Government of Bengal and submitted to the Government of India. A short amending Act would be required, and they suggest that such should be framed. So far as regards the question of negligence, in the case of the loss of, or damage to, excepted articles, it would seem to be sufficient if, for the words, "Notwithstanding anything hereinbefore contained" in section 8 of the Act, the following were substituted, namely, "Subject to the provisions of section 3 of this Act". Section 8 would then read: "Subject to the provisions of section 3 of this Act every common carrier shall be liable to the owner for loss of, or damage to, any property delivered to such carrier to be carried where such loss or damage shall have arisen from the negligence or criminal act of the carrier or any of his agents or servants."

No. 1266/167 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 2nd July 1920.

The UNDER SECRETARY to the GOVERNMENT OF BOMBAY,
REVENUE DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. C.-362, dated the 15th June 1920, and its accompaniment, requesting the views of my Committee upon a proposal to amend the Indian Carriers Act, III of 1865.

2. In reply I am to state that my Committee are of the opinion that the Act in question, both as it stands and as it has been interpreted in the High Courts, is highly inequitable and they desire, therefore, strongly to support the amendments thereto proposed by the Government of Bengal.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 1267/167 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 2nd July 1920.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

Dear Sir,—I am directed to inform you that my Committee have received from the Government of Bombay, through the Government of India, Department of Commerce, a copy of a representation made by the Bengal Government to the Government of India, under date the 25th March 1916, in regard to the provisions of the Indian Carriers Act, III of 1865.

2. As my Committee observe from the correspondence forwarded with the letter from the Local Government that the representation was made at the instance of your Committee I am to state that they have informed the Bombay Government that they desire strongly to support the proposals in question.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

# APPENDIX J-4.

## REGISTRATION OF PARTNERSHIPS AND BUSINESS NAMES.

No. 151—A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON, ROYAL EXCHANGE,

CALCUTTA, 31st January 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay,

Dear Sir,—I am directed by the Hon. Mr. Crum to hand you the attached copy of a letter to the Government of India, Home Department, forwarding the resolution unanimously adopted by the Conference with reference to the registration of partnerships and the registration of business names.—Yours faithfully,

H. M. HAYWOOD,

Secretary.

No. 110—A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON, ROYAL EXCHANGE,

CALCUTTA, 31st January 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,

HOME DEPARTMENT.

Sir,—I am directed to invite the attention of the Government of India to the following resolution which was unanimously adopted by the Conference of Indian and Ceylon Chambers of Commerce on the 8th January 1920.

"That this Conference is of opinion that it is desirable to provide by law :—

(*a*) for the registration of partnerships ;

(*b*) for the registration of business names, and that the Government of India be requested to introduce the necessary legislation at the earliest possible date."

2. In submitting this resolution I am also to forward, for the information of the Government, a report of the proceedings of the Conference in connection with it. Both the questions referred to in the resolution have been so exhaustively dealt with in the correspondence which has passed between the various Chambers and the Government as to obviate the need for any argument here in support of either proposal. It will suffice, therefore, to say that the Associated Chambers trust that both proposals will be favourably considered by the Government, and that legislative action in respect of them will now be found to be feasible.—I have, etc.,

H. M. HAYWOOD,
Secretary.

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## Registration of Partnerships and Registration of Business Names.

The HON'BLE MR. R. V. MANSELL, O.B.E. (Bengal), then said:—Mr. President, the resolution I have to propose is :—

**"That this Conference is of opinion that it is desirable to provide by law :—**

**(*a*) for the registration of partnerships ;**

**(*b*) for the registration of business names,**

**and that the Government of India be requested to introduce the necessary legislation at the earliest possible date."**

The question of the registration of partnerships in India is one which has occupied the attention of the different Chambers of Commerce in this country for many years past. The matter was originally brought up, as far back as 1867, in the form of a memo-

rial from certain Indian merchants and bankers in Bombay, addressed to the Government of that Presidency, in which they asked for an enactment providing for the compulsory registration, under penalties, of partnerships, of deeds of trust, and of gifts. It is not necessary for me to go at length into the history of the different attempts which have been made since that time to induce Government to legislate for the compulsory registration of partnerships, but in 1880 the Committee of the Bengal Chamber of Commerce alluded to it as a pressing question, and as one of vital importance to the community, and, encouraged by the apparent readiness of the Government of India to consider any practicable measure, the Bombay Chamber firstly, and the Bengal Chamber later, drafted Bills, the latter of which was submitted to the then Advocate General of Bengal, whose opinion on it was not unfavourable. The Government of India, however, came to the conclusion that they were not then prepared to introduce legislation. Other attempts were made in 1890, 1894 and 1899, but Government offered no encouragement. In 1902, however, the Bengal Chamber started on the draft of another Bill, which was submitted to Government in February 1904. In February 1905 a conference was held at Calcutta, at which the Legislative Department of the Government of India were represented, and it was then decided to consider further certain legal difficulties which had been pointed out. After much correspondence and discussion the Bengal Chamber were able to submit to Government an amended Bill, the provisions of which had been determined by the legal advisers of the Chamber after examination of the points raised at the conference, and of various suggestions and recommendations which had been made by other Indian Chambers and mercantile associations who had been consulted. The Bombay Chamber were not in entire accord with the provisions of the Bengal measure and they forwarded to the Government of India a draft of a proposed Bill prepared by themselves. Government addressed both Chambers on the subject of these Bills in July 1908 and advised them that they were not prepared to move in the matter until the several Chambers of Commerce in India were in closer agreement, and until it was conclusively shown that the difficulties with which the question is best could be successfully overcome.

The above is a brief resume of the position so far as attempted legislation is concerned. Although there have been differences of opinion between the various Chambers in the past on what may be termed points of detail, essential though such points may have appeared, still on the main question of principle, that is, as to the desirability of legislation being effected in connection with this important matter, there has been no divergence of opinion. Even Government have on numerous occasions admitted the desirability of legislation, but have professed themselves unable to overcome the difficulties attending the question. A great point has been made of the complications which would arise in connection with the Joint Hindu family system, but Mr. B. L. Mitter, a well-known Calcutta barrister, has recently made some suggestions calculated to get over this difficulty.

As we have on many occasions pointed out, what we want is protection for the honest trader against the dishonest trader, and we ask for legislation to accomplish this end. At the conference of Chambers of Commerce which assembled at Delhi in March 1917 the concluding recommendation then put forward to Government read as follows:—

> "In conclusion we would add that the present seems "to us a fitting opportunity to press again for the "registration of partnerships in India."

This was passed without dissent, and with such a recent expression of opinion from a representative conference of Chambers I do not think it necessary to say anything more on this occasion in presenting this part of my resolution for your acceptance.

The matter of the Registration of Business Names has also been before different Chambers of Commerce in this country for some years past, although its history is not so ancient as that of the Registration of Partnerships. The question first arose in this country in connection with the practice of Indians trading under European names and titles, but since the war started it has assumed an added importance in connection with the commercial activities of alien traders. Difficulties in the matter of Indians assuming European titles were, I believe, felt in the Bombay and Madras

Presidencies before we here in Calcutta had occasion to regard the question as being one of great importance, but of recent years the tendency of many natives of Bengal to trade under assumed titles, instead of under their own names, has become increasingly marked. The Bengal Chamber have been in communication with the local Government on the subject, and have indicated their opinion that an Act on the lines of the "Registration of Business Names Act" in Great Britain might advantageously be introduced into this country. The Madras Chamber have more recently drafted a Bill on the lines of the English Act, and with the main provisions of this Bill the Bengal Chamber expressed themselves as being in accord. I am unacquainted with the present position of this measure.

The practice of Indians trading under European names and titles is one which can well be productive of harm. It stands to reason that firms in the United Kingdom and elsewhere must thereby frequently be misled in business dealings as to the nationality of the people with whom they are in communication, while so far as transactions in this country are concerned the same objection will constantly prevail.

I have much pleasure in proposing the resolution to which I have been speaking.

MR. J. F. SIMPSON (Madras):—I have pleasure in supporting this resolution. I am also unaware of the present position of the Bill recently drafted. It got no distance at all. The idea was to get it through the Madras Legislative Council, but they were unable to adopt the Bill inasmuch as it applied to the whole of India and therefore must be taken up by the Imperial Legislative Council. We circulated the Bill to all Chambers, and I think with one exception, that of Bombay, who appeared rather lukewarm, every other Chamber gave strong support. I do not think there is anything more that can be said, and in view of what the Viceroy has said this afternoon, if we, as united Chambers, are unanimous, it should carry much weight. It is high time that we had such legislation. In Madras, (I do not know how Bengal and Bombay are situated) we have *Curzon & Co.*, even *Chelmsford & Co.* *John Bull & Company* and *Welcome Company* and *God Bless and*

*Company*. This should be put down, and I hope you will unanimously pass this resolution, and that we will not be disappointed with the Government of India for not proceeding at once. We have all had many experiences of promises from various Governments and it usually ends there. But after what the Viceroy has said to-day, if we unanimously pass this resolution I hope it will be productive of some tangible result.

THE HON'BLE MR. NIGEL PATON:—I would just like to say that Bombay was really not lukewarm, but they hesitated to make too definite a pronouncement, as they felt there were difficulties in the way. We are, however, in entire support of the measure.

THE HON'BLE SIR GEORGE BARNES:—I think what the Viceroy meant to say was that, if commercial opinion was in favour of a Bill of this kind, then we have no hesitation in bringing forward the measure in Council. What we want is to be assured that there is a united feeling on the subject. Let me tell you, if I may, the history of this measure in England. For thirty years it has been a vexed question there. Each year the Registration of Partnerships Bill has been brought before the House of Commons. Each year it was unanimously adopted by the Associated Chambers of Commerce. The Bill once got to a Select Committee. Directly it got to the Select Committee grave differences in commercial opinion were disclosed, and the Bill was thrown out. In England the Registration of Partnerships Bill was a hardy annual. Perhaps it is not unfair to say that Bills of the same kind in India are also hardy annuals. We are quite prepared to legislate if we are satisfied that we have the backing of a substantial part of the commercial opinion, both European and Indian.

RAI UPENDRALAL RAY BAHADUR said:—I should also like to support this resolution. As far as we know, in Bombay when a firm annually adjusts its accounts the partnership is dissolved and fresh partners are taken in. That seems to make the position very difficult, but you may like to consult Bombay, perhaps, with regard to this.

THE PRESIDENT then put the resolution and declared it carried unanimously.

No. 737—A. C.

The Associated Chambers of Commerce
of India and Ceylon, Royal Exchange,
Calcutta, 17th July 1920.

The Secretary, Chamber of Commerce,
Bombay.

*Registration of Partnerships and Business Names.*

Dear Sir,—Adverting to my No. 151—A. C., dated 31st January, I am now directed to hand you the attached copies of further correspondence on this subject.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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No. 589—A. C.

The Associated Chambers of Commerce
of India and Ceylon, Royal Exchange,
Calcutta, 9th June 1920.

The Secretary to the Government of India,
Department of Commerce.

Sir,—I am directed to refer to Mr. Ansorge's letter No. 1201-D, dated 12th February 1920 in acknowledgment of my No. 110-A.C., dated 2nd February 1920, on the subject of the proposed legislation to provide for the registration of partnerships and the registration of business names.

2. I am to enquire if the Association may be favoured with information as to when the views of the Government of India with reference to this proposed legislation may be expected.—I have, etc.,

H. M. HAYWOOD,
Secretary.

No. 4135.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE,

SIMLA, the 13th July 1920.

The SECRETARY,

THE ASSOCIATED CHAMBERS OF COMMERCE

OF INDIA AND CEYLON, ROYAL EXCHANGE,

Calcutta.

Sir,—With reference to your letter No. 589-A. C., dated the 9th June 1920, I am directed to say that the question of undertaking legislation for the registration of business names and for the registration of partnerships is still under consideration and that a further communication will be addressed to you as soon as a decision is arrived at on the subject.—I have, etc.,

E. C. ANSORGE,

Under Secretary to the Government of India.

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No. 1360/139 OF 1920.

CHAMBER OF COMMERCE,

BOMBAY, 20th July 1920.

The SECRETARY, ASSOCIATED CHAMBERS OF COMMERCE

OF INDIA AND CEYLON,

Calcutta.

Dear Sir,—I beg to acknowledge receipt, with thanks, of your letter No. 737-A. C., dated the 17th July 1920, and enclosures, upon the subject of the registration of partnerships and business names.—Yours faithfully,

C. B. SAYER,

Acting Secretary.

# APPENDIX J-5.

## ALL INDIA CHEMICAL SERVICE.

No. G-15.

REVENUE DEPARTMENT,
SECRETARIAT, FORT, BOMBAY,
Dated the 30th September 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Subject.—Formation of an All-India Chemical Service.*

Sir,—I am directed to enclose for your information a copy of a letter from the Government of India, No. I-490 (M)-1, dated 6th September 1920, on the above subject and to request you to favour Government with the views of your Chamber on the proposals made by the Government of India by 10th November 1920 at the latest.—I have, etc.

H. F. BALL,
Under Secretary to the Government of Bombay,
Revenue Department.

No. I-490-(M.)—1.

GOVERNMENT OF INDIA.
BOARD OF INDUSTRIES AND MUNITIONS.
Dated SIMLA, the 6th September, 1920.

The CHIEF SECRETARY TO THE GOVERNMENT OF BOMBAY.

Sir,—I am directed to invite a reference to the Report of the Chemical Services Committee, 1920, copies of which have already been separately despatched to you. The Committee have dealt with a number of subjects, regarding which it may be necessary to address you later, but in this reference it is proposed to consider only the following questions :—

(*a*) the creation, constitution and terms of employment of an Indian Chemical Service,

(*b*) the establishment of Research Institutes under local Governments and a Central Research Institute under the Government of India, and

(*c*) publications.

2. The first of these proposals, which has already been put forward by the Industrial Commission, and was considered by the Government of India in their despatch No. 15 (Industries), dated 4th June 1919, has been supported by the Committee, with the exception of Sir P. C. Ray.

3. In paragraphs 6-10 of their report, the Committee have recorded certain reasons in support of their proposal, but apparently have thought it unnecessary to make a full presentment of the case, possibly in view of the length at which it has been already discussed. It appears, however, desirable, in view of the criticisms which the Committee's proposals have evoked, to make a somewhat more complete statement of the reasons for the proposal. In their despatch No. 15 (Industries), dated the 4th June 1919, the Government of India put forward the case for an Indian Chemical Service :—

"23. With the Commission's view of the very unsatisfactory nature of the present position as set forth in paragraphs 116 and 117 of their report, we are in complete accord.

Local Governments and Heads of Departments find the greatest difficulty in forming an opinion of the work done by scientists employed under them; or of the probable value of lines of research proposed by their officers. Should the administrative authority consider the results obtained by a scientist unsatisfactory, it is almost impossible to obtain an authoritative opinion on his work and qualifications; or to say whether he might not do better in another post; or to find such a post for him. The difficulties arising from the existence of isolated specialists in a department are in fact notorious. Local Governments constantly find themselves saddled with unsatisfactory men for long periods. The Chief Commissioner of the Central Provinces, for instance, specifically alludes to his own experience of these difficulties.

The impossibility of applying any common measure in determining the respective claims to promotion of a botanist, a chemist, an engineer and a political economist has been recognised in the existing services by the creation of separate posts on a time-scale. But this does not get over the difficul-

ties already indicated, nor supply the proper incentive to the research worker, nor afford scope or prospects for men of more than average ability. The absence of such prospects is bound to militate against our chances of obtaining good recruits, to render our staff discontented, and to prevent our securing the best work from the best men.

Moreover, so long as students of a particular science are recruited sporadically on behalf of different departments as vacancies occur, Government will have to accept the men that happen to be left over, whatever their qualifications, after other and more regular demands have been supplied. The prospects of regular annual recruitment will enable the Government of India to fill its future demands for scientists as it has hitherto done for engineers, forest officers and medical men.

24. The present system, under which the only chemists employed by the State are scattered through numerous departments without any organisation that can marshal the chemical forces of the country to attack problems of national importance, can give no help towards an active industrial policy.

We might quote, as illustrating the inspiring value of a central co-ordinating authority, the work undertaken by the Munitions Board through its chemical adviser. The report of the conference of chemists at Lahore shows that even our isolated and scattered chemists can be moulded into one team for the purpose of suggesting new lines of research and means for turning the results to practical account, without overlapping and consequent waste of effort.

This experience, in the light of the magnificent results obtained in England by the Research Committee of the Privy Council, shows clearly how much may be expected from a system which provides a permanent organic connection between all chemists in Government employ.

25. The importance of a common system of recruitment and of a common service has recently been recognised by the Council of the Institute of Chemistry in the United

Kingdom, (*vide* proceedings of the Institute of Chemistry, 1918, part IV, page 14), in a representation submitted by them to all Government departments in which chemists are employed ; they state their opinion that "the time is opportune for taking steps to secure for the provision of chemistry a position corresponding to that occupied by the learned professions, and they feel that much would be accomplished towards the attainment of that end if, in the first place, adequate and uniform conditions of appointment were accorded to chemists directly engaged in the service of the State. The necessity for a definitely organised chemical service (both in peace and war) for all purposes of the State on which the science of chemistry has a bearing, has long been recognised in the chemical profession.

Conditions in India render the services of chemists employed under Government of even greater relative importance than in England. India is far more deficient than England in the knowledge of its raw materials and of the appropriate industrial processes ; consulting chemists and chemists in private employ are almost entirely absent here, and this deficiency is not likely soon to be remedied. Research institutes with special reference to a particular industry in England, it would seem, will usually be financed and controlled by the industry itself, with a Government grant-in-aid, whereas in India the position will be precisely the opposite, and the industry will rely primarily on State chemists. We, therefore, agree with the Commission that the advancement of industries in India must depend for scientific assistance almost entirely on State-employed men, and these men will be far more concerned with the initiation of important new lines of development and research and far less with merely routine work, than is the case in England. The need of organisation is the greater in that the functions of Indian State chemists are more important to the country ; while their greater isolation and the consequent absence of a scientific atmosphere furnish an additional argument. The case for a State chemical service is thus even stronger in India than in England.

26. We are much influenced by the prospects which the proposed system affords of increasing the number of Indians in the scientific services. An Indian appointed to an isolated post, or as an assistant to an isolated professor in a country where the scientific atmosphere is non-existent, or at the best exceedingly attenuated, lacks guidance and the stimulus of his fellows in the pursuit of scientific knowledge. His ambitions tend to become limited to the improvement of his pay and prospects, rather than of his professional attainments. His membership of an All-India Service, based on the pursuit of a common science will increase the prestige of that science in his eyes and in those of the Indian public; the existence of the proposed imperial nucleus of scientists under a distinguished chief will provide him with an incitement to excel, with assistance in his studies and with opportunity for training if he desires it."

The Government of India think it also desirable to set forth a few further considerations, which may be gathered from a perusal of the Committee's report. In the first place it must be remembered that there are already in the employment of Government a large number of chemists, in some cases members of existing services or departments, in others occupying more or less isolated posts and that the members so employed are bound to increase. The Committee consider that the best solution of the admitted difficulties arising out of such isolated employment is to group into a single service some, at any rate, of the chemists who are already members of other services or employed under different departments. They have, in addition, suggested a new establishment, namely, that of the officers attached to the central and provincial Research Institutes. The Committee have not proposed a Chemical Department extending its activities throughout the country, but a service from which the needs of existing departments and of a central research institution will be supplied. The Government of India find that there are, or shortly will be, over 40 posts under their own immediate control, which can most conveniently be filled by members of an all-India service; and on this ground alone they are of opinion that a case exists for the creation of such a service; but before proposing it to the Secretary of State, they desire to ascer-

tain the views of local Governments, whether by suitably enlarging the service, they can draw on it for some of their own requirements.

4. The relations between the universities, the proposed Chemical Service and industrialists have been discussed specifically by the Committee, both in the President's introductory note and in paragraphs 8-10 of the report while other allusions to this question will be found elsewhere. The arguments for the Chemical Service derived from a consideration of these passages appear to the Government of India to be as follows :—

The Committee lay down the principle, with which the Government of India are entirely in accord, that a greatly improved and extended scientific training at the universities is a basic necessity for any real industrial advance in India. But other steps must be taken to supplement the work and the workers of the universities and to place them at the disposal of the industries of the country.

In the first place, ordinary research is bound to reveal the presence of a number of fundamental problems, the solution of which offers no immediate reward to industrialists, though the experience of the past has shown that it is sure to lead, in many cases, to results of the highest industrial importance. Some means are required for ascertaining, formulating and working out the solution of problems of this class, which cannot be attacked successfully without the continuity of policy and the liberal provision of funds, which Government assistance and an organised expert personnel can alone provide.

In the second place, a specific connection is required between the industrialist and the researcher, which can best be given by officers serving under the central and local Governments, who are brought, by the operations of the industrial and other departments, into close contact with industrialists, while they have behind them the assistance of central and local research organisations.

Thirdly, some means are required for ensuring that researchers all over the country are aware of what is being done elsewhere in each man's respective line of work so that they may benefit by each other's results and be able to avoid repetition of what has already been done.

Lastly, the prospects open to university researchers in India cannot at the present stage of industrial development offer attractions sufficient to retain men on work, the results and rewards of which

are so largely prospective. As Sir P. C. Ray points out in his note of dissent, " research scholars have run away from the laboratory the moment they have got the offer of a ' service ' dangling before their eyes." Until the industries dependent on chemistry have developed to a much greater extent than at present and have learnt to look on the Indian universities as a regular source of supply for their chemists, an ideal which will be steadily kept in view, this state of things is, the Government of India fear, bound to continue ; and it is doubtful whether for many years to come, Indian students will be prepared to rely on research work for a career, without the assistance and, in the case of many men, the definite prospects, which a service alone can afford. Moreover, the Committee's proposals, especially those relating to semi-large and unit plants, working on more or less commercial lines, often involving expense and created for objects beyond the probable means and scope of universities, will afford a ready means, for giving the would-be industrial chemist an effective start on his journey.

5. The Government of India think it also necessary again to emphasise the opinion which they explained in paragraph 26 of the despatch already quoted, that a regularly constituted service affords by far the best means for recruiting qualified Indians for chemical posts under Government. They will discuss below the question how this *desideratum* can best be fulfilled.

They are, therefore, convinced that the need for a larger number of State-employed chemists has been proved, and that such men should be enrolled in an All-India service.

6. The Government of India consider that, for the staffing of their central institute and for the supply of chemists to meet their other requirements, it will be necessary to create a Chemical Service ; and the advantages of creating such a service appear to them likely to appeal no less forcibly to local Governments who, it is anticipated, will also wish to be associated to a greater or less extent with the scheme. I am, therefore, directed to ask how far the establishment of such a service would meet the needs of local Governments ; and, in order to enable the Government of India to give some estimate of the probable numbers required in the initial stages of recruitment, what posts should be provisionally included among those likely to be filled by members of an All-India service. In making its recommend-

ations on this subject, the local Government will doubtless consider the following recommendations of the Committee :—

(*a*) Agricultural Chemists should not be included in the service (Report, paragraph 28),

(*b*) Professors and teachers of chemistry under the Educational Service should not normally be members of the service (Report, paragraph 37) though it might be possible for members of the Chemical Service to be seconded to the Education Department or to an educational institution for some specific purpose or to fill temporary vacancies,

(*c*) the Government Analyst, and presumably the officer of the Chemical Examiner's staff who deals with analytical work, should be attached to the provincial research institutes (Report, paragraph 46), and presumably should be admitted as members of the service either Imperial or Provincial. The attention of local Governments is directed towards the Committee's proposals for the conduct of provincial analytical work generally (Report, Chapter VIII), and

(*d*) for certain classes of work chemists belonging to the service may be seconded to the Forest Department for the purpose of carrying out small scale experiments (Report, paragraph 31). It may be noticed that the Committee have also recommended (Report, paragraphs 30 to 32) that the main chemical work of the Forest Department should be transferred to the Central Chemical Institute, though the Government of India do not consider that this proposal need be taken into immediate consideration.

The local Government may also perhaps consider the question of including distillery experts in the Chemical Service.

7. The views of local Governments are also invited on the proposal (paragraph 24 of the Report) that chemists required by local Governments from the Chemical Service should be appointed permanently under the local Government, being transferred only at the request of the local Government or of the Head of the Service (with the concurrence of the local Government), to fill special or higher posts elsewhere. The Government of India are of opinion that this would be a more suitable arrangement than that suggested in the Industrial

Commission's report, and did in fact provisionally recommend the arrangement to the Secretary of State in their despatch, dated the 4th of June 1919. It may also be thought desirable to provide that a local Government should be entitled to ask for the appointment to its Chemical Department of a man recruited from within its own local jurisdiction, and that such request should be complied with, unless the exigencies of the service as a whole render it impossible.

The method of recruitment is dealt with specifically in paragraphs 11 and 12 of this letter.

*Constitution of the Service.*

8. On the assumption that the need for a Chemical Service has been established, it is necessary to consider the constitution of such a service.

The Committee have recommended (paragraph 49 of the Report) that there should be a Central Chemical Research Institute at Dehra Dun to which the Director General and the Deputy Directors would be posted. The Government of India think that a small nucleus staff should also be retained at Dehra Dun, to carry on research work, and to serve as a reserve whence the needs of the central Government, and, should they desire it, those of local Governments may conveniently be met as they arise.

The first point for consideration is whether the service should, like the Indian Medical Service, have a head, or should be constituted similarly to such All-India services as the Indian Civil Service, the administrative control of which, so far as central control exists, is vested in a department of the Government of India.

The Government of India will require the authoritative advice of an experienced scientist of high reputation, fortified, if necessary, by consultation with specialists, regarding the qualifications of individuals, or when considering schemes put forward for their approval. Local Governments also and their Directors of Research, it may be presumed, will often find it convenient to have a second opinion in similar cases. The analogy of the Forest Department shows how these various needs are satisfied by the Inspector General of Forests. But the reformed scheme of Government gives the provincial Government such a degree of autonomy in respect of research industrial development, and other relevant subjects, that they must

necessarily have complete freedom of choice whether they will invite, accept or reject the advice or recommendations of the head of the Chemical Service.

The Government of India, while approving of the proposal that there should be a head of the Chemical Service, prefer the title of Chief Chemist to that of Director General of the Chemical Service, as at once more distinctive, and more applicable to the functions of an officer who will not be a Director of Directors, but an expert adviser of Government.

9. The functions proposed by the Government of India for the Chief Chemist will, therefore, be the following :—

(*a*) he will have direct control of the Central Chemical Research Institute ;

(*b*) he will assist, if requested, provincial Research Institutes by advice and discussion ;

(*c*) he will be available for consultation by local Government in making their appointments of provincial Directors of Research, and of chemists to provincial Research Institutes or to provincial Departments ;

(*d*) he will be responsible for the official publications of the Central Institute ;

(*e*) *vis-a-vis* the Government of India and the local Governments he will be in the same position as the Inspector-General of Forests, that is to say, he will note direct to the Secretary of his "parent" Department in the Government of India, and will be allowed to correspond direct with local Governments and heads of provincial Departments on "professional subjects," whenever they desire it ; and

(*f*) to make or arrange for special enquiries, when requested to do so by the Government of India or by local Governments.

A reference may be invited in passing to the footnote to paragraph 11 of the Report, where the Committee explained the meaning which they attach to the word "co-ordination," which should be exercised only through the medium of discussion, conference and meetings. They particularly guard themselves against the implication that the word "co-ordination" implies the exercise of official control. To this explanation the Government of India attach great importance.

10. The Government of India request the local Government's views on the above proposals.

*The recruitment and terms of employment.*

11. The recruitment and the terms of employment of the Chemical Service are dealt with in Chapters XV and XVI of the Committee's report.

For recruitment the Committee recommend that all appointments should be made by the Secretary of State on the nomination of the Government of India, assisted by a Selection Committee sitting in India. They suggest that the Selection Committee should be the Board of Control of the Central Chemical Research Institute, the Chairman of which is to be the Director General, Indian Chemical Service. The Government of India consider that some more specific means are required for ensuring that provincial interests are represented, and are considering the general question of recruitment in connection with the establishment of a Public Services Commission. The appointments should, they consider, be made in India, so far as suitable men are forthcoming; and the balance only recruited from Europe. For this purpose, they think that it will probably be necessary for a Selection Committee to be appointed in England, in which, if possible, should be included such members of the Board of Control as may be in Europe at the time.

12. It is difficult to lay down at present any rule regarding the percentage of Indians and Europeans to be recruited; but every effort must be made from the beginning to ensure that as large a number as possible of suitable Indian candidates are obtained; as University training improves and Assistant Chemists (paragraph 84 of the Report) become qualified, the European element will, it is hoped, gradually be eliminated.

The Government of India have, at this stage, no criticisms to offer on the Committee's proposals regarding Assistant Chemists, since the conditions will necessarily vary from province to province. (Report, paragraph 84).

The opinions of local Governments are invited on this matter.

13. In paragraphs 89 *et seq.* of the report the Committee have put forward their recommendations regarding pay and allowances. In paragraph 88 they have referred to the scales of pay sanctioned for

other services, and it is possible that they have been influenced thereby in their own recommendations. It should be stated at once that the figures quoted by them are in some cases out of date and cannot be taken as a criterion.

While agreeing with the principle that the scale of pay and pension must be sufficient to attract the desired type of recruit, the Government of India are inclined to the view that the time-scale proposed by the Committee is unnecessarily liberal; nor do they agree that increments should be greater in the earlier than in the later years of service.

The analogy of the Educational Service would warrant the following time-scale :—

| Year of service. | Age. | Pay. | Overseas allowance for officers of non-Indian Domicile. | Total of pay and overseas allowance. |
|---|---|---|---|---|
| | | Rs. a month. | Rs. a month. | Rs. a month. |
| 1st .. | 25 | 400 | 150 | 550 |
| 2nd .. | 26 | 450 | 150 | 600 |
| 3rd .. | 27 | 500 | 150 | 650 |
| 4th .. | 28 | 550 | 150 | 700 |
| 5th .. | 29 | 600 | 150 | 750 |
| 6th .. | 30 | 600 | 200 | 800 |
| 7th .. | 31 | 650 | 200 | 850 |
| 8th .. | 32 | 700 | 200 | 900 |
| 9th .. | 33 | 750 | 250 | 1,000 |
| 10th .. | 34 | 800 | 250 | 1,050 |
| 11th .. | 35 | 850 | 250 | 1,100 |
| 12th .. | 36 | 900 | 250 | 1,150 |
| 13th .. | 37 | 950 | 250 | 1,200 |
| 14th .. | 38 | 1,000 | 250 | 1,250 |
| 15th .. | 39 | 1,000 | 250 | 1,250 |
| 16th .. | 40 | 1,050 | 250 | 1,300 |
| 17th .. | 41 | 1,100 | 250 | 1,350 |
| 18th .. | 42 | 1,150 | 250 | 1,400 |
| 19th .. | 43 | 1,200 | 250 | 1,450 |
| 20th .. | 44 | 1,250 | 250 | 1,500 |

The Government of India also consider that a probationary period of two years, under the same conditions as those laid down for the Educational Service, will be suitable for the Indian Chemical Service.

The views of the local Government are invited on the salary proposed by the Committee for the post of Director of Research (Report, paragraph 90) and for any other selection post or posts which the local Government may think will be required in their cadre.

14. The Committee have made proposals (Report, paragraphs 98-99) regarding the pensions to be drawn by the members of the service, both after completion of the ordinary term of their employment and if they are invalided out. The Government of India have already in their letter No. E-1527, dated the 3rd July 1920, regarding the proposed industrial service, given reasons for preferring a provident fund in the case of technical services which compete with the commercial world for their recruits; and they desire the opinions of local Governments on the application of this principle to the case of the chemical service.

15. With regard to the remaining proposals of the Committee, the Government of India are very doubtful if sufficient cause has been shown for fixing the retiring age (Report, paragraph 93) at a lower limit than in the case of other services. They are, however, inclined to agree with the Committee's proposals that the age of recruitment should normally be 25, or in exceptional cases 30 years (Report, paragraph 94); and that service previous to the 25th year should not count towards the time-scale. The Government of India also think that men recruited over the age of 25 years may, in suitable cases, be brought on to the corresponding salary point in the time-scale. The Committee make certain proposals in paragraph 99 of their report regarding invalid pensions; these may be considered along with the suggestion for a provident fund made in this letter.

16. As regards study leave (Report, paragraph 102) the Government of India see no reason for granting more favourable terms to the Chemical Service than those applicable to the generality of services, which have recently been the subject of discussion between the Government of India and the Secretary of State and will shortly be announced.

*The establishment of Research Institutes under local Governments and the Central Research Institute under the Government of India.*

17. The proposals of the Committee on this subject are contained in Chapters III and XI of their report. It is not proposed in this letter to discuss the detailed recommendations of the Committee, but merely the general principles involved. As local Governments are responsible for the industrial development of their own provinces, and as chemical research is an essential to industrial development, it is clearly necessary that each local Government should be, if possible, equipped with its own Research Institute, administered by itself and staffed by officers serving under its orders. The recommendations of the Chemical Services Committee, however, as contained in paragraph 14 (2) and (3) and paragraph 20 of their report require modification. In their despatch, dated the 4th June 1919 (paragraph 17), the Government of India laid stress on the principle that local Governments should have the fullest liberty in respect of the functions and responsibilities to be exercised by them in the matter of their industries, and if the rules drafted by the Government of India under the new Government of India Act receive the assent of Parliament, this recommendation will be confirmed.

It follows that the limitations on the activities of local Research Institutes proposed in paragraphs 14 (2) and (3) of the report must be ruled out.

The Government of India will be glad to have the views of local Governments on the Committee's proposals regarding local research institutes contained in Chapter III of the Report, modified, in respect particularly of paragraph 14 (2) and (3) in the light of the remarks in this letter. The scope and direction of such institutes must necessarily vary considerably from province to province and the Government of India wish to have some indication of the scale at present contemplated by the local Governments.

*Publications.*

18. The preceding paragraphs of this letter have dealt with a few only of the general principles enunciated in the report of the Chemical Services Committee. There is, however, one point of detail which it would be suitable to consider at once. This is the question of the publication of the programmes, progress or results of the work under-

taken by the central and provincial institutes. The recommendations of the Committee are contained in paragraph 71 of their report. They suggest that a publication containing a record of the completed work and other items of interest, both of the central and provincial institutes, should be issued by the Board of Control of the central institute at frequent intervals. Such a publication would be the Journal of the "service" and would be edited by the Chief Chemist or the Board of Control.

The publication of this "service" Journal would not in any way preclude the provincial Directors of Research from publishing any matter in connection with their research work of which the local Government may approve.

*Ministry of Science.*

19. The Committee, in Chapter XIII of their Report, express the hope that the grouping of subjects under the Department of Industries, which they advocate may lead in time to the formation of a Ministry of Science. The Government of India regret their inability to endorse this anticipation. In their opinion, the Committee's views rest on the assumption that the method of work involved in each case should be the bond of union for the grouping of scientific subjects. The Government of India, on the other hand, are of opinion that it is the application of the science that must be taken into account where the grouping is, as in the present case, for administrative purposes.

20. The points on which the opinion of local Governments are invited are summarised below :—

(1) The institution of an all-India Chemical Service : and the posts under local Governments which may conveniently be filled by appointments from such a service (Paragraphs 2—7 of this letter).

(2) Should chemists required by local Governments from the Chemical Service be taken over permanently by them, and not transferred save at the request of the local Governments or with their concurrence (paragraph 7 of this letter) ?

(3) Do local Governments agree that there is no necessity to include agricultural chemists in the all-India Chemical Service (paragraph 6 (*a*) of this letter) ?

(4) Should chemists employed in the Educational Department be normally also excluded, subject to certain exceptions (paragraph 6 (*b*) of this letter) ?

(5) Should the Government Analyst and the analytical officer of the chemical examiner's office be attached to provincial research institutes (paragraph 6 (*c*) of this letter) ?

(6) Should chemists be seconded to the Forest Department for certain classes of work (paragraph 6 (*d*) of this letter) ?

(7) Should distillery experts be included in the service ?

(8) Should it be possible for a local Government to ask for the appointment to its chemical service of a local recruit (paragraph 7 of this letter) ?

(9) Should the proposed service have a head ; and should that head have the functions, mainly advisory, described in paragraph 9 (paragraphs 8 and 9 of this letter) ?

(10) What are the views of local Governments on the Committee's proposed service of Assistant Chemists, and the terms proposed for them (paragraph 12 of this letter) ?

(11) Do local Governments approve of the application of the Educational Service time-scale to the Chemical Service (paragraph 13 of this letter ) ?

(12) Should a provident fund, on the analogy of that proposed for the Industrial Service, be instituted for the Chemical Service, in lieu of pensions (paragraph 14 of this letter)?

(13) What are the views of local Governments on the ages of retirement and recruitment, the position on the time-scale to be given to men recruited above the age of 25 years, invalid pensions and study leaves (paragraphs 15 and 16 of this letter) ?

(14) Do local Governments agree in the necessity of local research institutes subject to the removal of the limitations proposed in paragraphs 14 (2) and (3) of the report ? What are their views regarding the scope and direction of these (paragraph 17 of this letter) ?

(15) While preserving entire freedom to local research institutes to publish whatever they like, subject to the control of the local Government, do the local Governments agree in the desirability of the Board of Control of the central institute publishing, when it is desired that publications should be on all-India authority (paragraph 18 of this letter) ?

21. I am to request that a reply may be furnished to this letter, after consultation with such local officers, bodies or institutions as the local Government may desire, by the 10th December next. It is extremely desirable that the Government of India should be in a position to arrange for the recruitment of men to fill such new posts as it may be ultimately decided to create, during the coming cold weather.—I have, etc.,

F. R. R. RUDMAN,
Secretary, Board of Industries and Munitions.

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No. 1915-210 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 21st October 1920.

The UNDER SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter, No. G. 15, dated the 30th September 1920, and its accompaniment, and in reply to state that, while my Committee recognise the importance of Chemical research in India and, for that reason, warmly support the organization of a service for its prosecution, they feel they are not in a position to offer an opinion as to the lines upon which such a service should be constituted.

2. I am to add that my Committee consider that the whole question should receive the careful consideration of the Government of India in concert with the various industrial concerns represented in the country. At the same time, however, they desire to express the opinion that the scale of pay suggested by Government is not calculated to attract men possessing the high standard of training in Chemistry necessary for work of so specialised a nature as Chemical Research.—I have, etc.,

C. B. SAYER,
Acting Secretary.

# APPENDIX J-6.

## PROPOSED ALL-INDIA LEGISLATION ON THE LINES OF THE INDUSTRIAL COURTS ACT, 1919.

No. 762-A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,
ROYAL EXCHANGE.
CALCUTTA, 2nd August 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Proposed All-India Legislation on the Lines of the Industrial Courts Act, 1919.*

Dear Sir,—I am directed to send you herewith, for the information of your Chamber a copy of the marginally noted letter from the Bengal Chamber of Commerce, with its enclosure, in the above connection.—Yours faithfully,

Letter No. 2225- 920, dated the 31st July 1920, from the Bengal Chamber of Commerce with enclosure.

H. M. HAYWOOD,
Secretary.

No. 2225—1920.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE,
CALCUTTA, 31st July 1920.

The SECRETARY,
THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON.

*Proposed All-India Legislation on the Lines of the Industrial Courts Act, 1919.*

Dear Sir,—I am directed to hand you herewith, for the information of the Associated Chambers, a copy of this Chamber Circular No. 345, dated 29th July 1920, publishing correspondence in connection with this proposal.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

CIRCULAR No. 345—1920.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE,
CALCUTTA, 29th July 1920.

ALL MEMBERS OF THE CHAMBER.

*Proposed All-India Legislation on the Lines of the English Industrial Courts Act* 1919.

MEMO.—In publishing the subjoined correspondence on this subject I am to invite the particular attention of the members of the Chamber to the concluding paragraph of the Committee's letter No. 2173, dated 26th July.

H. M. HAYWOOD,
Secretary.

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Letter No. 46-T-Com., dated Darjeeling, the 27th May 1920.

From—The Secretary to the Government of Bengal, Commerce Department,

To—The Secretary, Bengal Chamber of Commerce.

In forwarding the accompanying copy of a letter No. 1-802-2, dated the 21st April 1920, and of its enclosure, from the Government of India, Board of Industries and Munitions, I am directed to request that you will be so good as to favour this Government with the opinion of your Chamber on the question whether all-India legislation on the lines of the English "Industrial Courts Act, 1919," would be of any value and should be undertaken at present. I am to ask for a reply at as early a date as possible.

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Letter No. 1-802-2 and its enclosure.

The increasing number of labour strikes in this country has from time to time suggested to the Government of India the consideration

of the question whether legislation can be usefully attempted and a machinery devised, to prevent or settle such strikes. The desirability of legislating on the lines of the laws in force in the United Kingdom and certain other parts of the British Empire has been examined, but the provisions of none of these enactments appear to be suitable for Indian conditions.

In 1896 an Act entitled the "Conciliation Act, 1896", was passed in England "to make better provision for the prevention and settlement of trade disputes." It provides that where a difference exists, or is apprehended between an employer and workmen, the Board of Trade may—

(*a*) enquire into the cause of the difference ;

(*b*) take steps for the purpose of enabling the parties to the difference to meet together ;

(*c*) appoint a person or persons to act as Conciliator or as a Board of Conciliation, and

(*d*) on the application of both parties to the difference, appoint an arbitrator.

It seems unlikely that any advantage would be gained by taking similar powers in India. As the Act is purely voluntary in character and the authority of the Conciliator or Arbitrator under it depends on the consent of the parties, such authority can, if need be, exercised without any Act at all. On the other hand, the passing of an Act on these lines might result in an actual increase in the number of strikes : there is a considerable risk that interested persons would encourage labour disputes, in the hope that the matter would be referred to a conciliator or arbitrator and business thereby be created for themselves.

2. Compulsory arbitration has never been introduced in England but the experiment has been tried in New South Wales, in Western Australia, in South Australia and in New Zealand. The result, it is believed, has been that there have been numerous strikes and also a few lock-outs in contravention of awards by the Courts and prosecutions, fines and imprisonments have followed. The work-people have been willing to take advantage of the award of an arbitrator or

of the Court if the award was in their favour, and to come out on strike if the award was not satisfactory to their leaders. The difficulty has always been that if the number of men involved is sufficiently large, there are no means of enforcing an award under compulsory arbitration. In Canada an Act was passed in 1907 called the "Industrial Disputes Investigation Act", which provides that in the event of a dispute in the mining industry or in the public utility services (lighting, water, sanitation, etc.), application may be made either by employers or employees for the appointment of a Board of Conciliation and Investigation, and until this Board has concluded its enquiry and issued its report, a strike or lock-out is illegal. The "Industrial Disputes Prevention Act" of the Transvaal passed two years later is based on the same principle, but goes rather further in that, firstly, it covers not only the mining industry and public utility services, but many other trades including practically all sections of the building and engineering trades, and, secondly, it extends the period during which a strike or lock-out is illegal for a month after the issue of the Board's report. The same difficulty as in Australia occurs with regard to enforcing the penalties under these Acts.

3. The passing of the English "Industrial Courts Act, 1919," of which a copy is enclosed herewith, has again brought the question to the fore, and the Government of India would be glad to be favoured with the views of His Excellency the Governor in Council on the question whether all-India legislation on the same lines as that Act would be of any value or not. It would appear *prima facie* that so long as there are no labour organisations in this country able to undertake obligations on behalf of the workers, machinery similar to that referred to in the Industrial Courts Act cannot operate and the Government of India still incline to the view that legislation is unlikely to prevent a strike or create the necessary machinery for its early settlement. In considering this specific Act moreover it must be borne in mind that, owing to the varied conditions obtaining in different provinces and the great distances involved, it would, in any case, be impracticable to have a standing Industrial Court for all-India. On the other hand, Local Governments might perhaps be able to design some local machinery for effecting the purpose which the English Act is intended to achieve, but any measures adopted to this end would presumably be purely experimental.

# INDUSTRIAL COURTS ACT, 1919.

(9 & 10 GEO. 5. CH. 69).

ARRANGEMENT OF SECTIONS.


PART I.

INDUSTRIAL COURTS.

SECTION—

1. Constitution of Industrial Court.
2. Reference of disputes to Industrial Court or to arbitration.
3. Procedure of Industrial Court and on arbitrations.

PART II.

COURTS OF INQUIRY.

4. Inquiry into trade disputes.
5. Reports.

PART III.

CONTINUANCE OF CERTAIN PROVISIONS OF WAGES (TEMPORARY REGULATION) ACT, 1918.

6. Continuance of 8 and 9 Geo. 5. c. 61.

PART IV.

GENERAL.

7. Remuneration and expenses.
8. Definition of " trade dispute ".
9. Rules as to appearance by counsel or solicitor.
10. Application of Act to the Crown.
11. Provision in case of trade disputes in the industry of agriculture.
12. Application to Scotland and Ireland.
13. Report to Parliament.
14. Short title.

## SCHEDULE.

### CHAPTER 69.

An Act to provide for the establishment of an Industrial Court and Courts of Inquiry in connection with trade disputes, and to make other provision for the settlement of such disputes and to continue for a limited period certain of the provisions of the wages (Temporary Regulation) Act, 1918. (20th November 1919).

Be it enacted by the King's Most Excellent Majesty by and with the advice and consent to the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :—

## PART I.

### INDUSTRIAL COURTS.

Constitution of Industrial Court.

1. (1) For the purpose of the settlement of trade disputes in manner provided by this Act, there shall be a standing Industrial Court, consisting of persons to be appointed by the Minister of Labour (in this Act referred to as " the Minister "), of whom some shall be independent persons, some shall be persons representing employers and some shall be persons representing workmen, and in addition one or more women.

(2) A member of the Industrial Court shall hold office for such term as may be fixed by the Minister at the time of his appointment.

(3) For the purpose of dealing with any matter which may be referred to it, the Court shall be constituted of such of the members of the Court as the President may direct.

(4) The President of the Court, and the Chairman of any division of the Court, shall be such person, being one of the independent persons aforesaid, as the minister may by order, given either generally or specially, direct.

Reference of disputes to Industrial Court or to arbitration.

2. (1) Any trade dispute as defined by this Act, whether existing or apprehended, may be reported to the Minister by or on behalf of either of the parties to

the dispute, and the Minister shall thereupon take the matter into his consideration and take such steps as seem to him expedient for promoting a settlement thereof.

(2) Where a trade dispute exists or is apprehended, the Minister may, subject as hereinafter provided, if he thinks fit and if both parties consent, either—

(*a*) refer the matter for settlement to the Industrial Court; or

(*b*) refer the matter for settlement to the arbitration of one or more persons appointed by him; or

(*c*) refer the matter for settlement to a board of arbitration consisting of one or more persons nominated by or on behalf of the employers concerned and an equal number of persons nominated by or on behalf of the workmen concerned, and an independent chairman nominated by the Minister, and, for the purpose of facilitating the nomination of persons to act as members of a board of arbitration, the Minister of Labour shall constitute panels of persons appearing to him suitable so to act, and women shall be included in the panels.

(3) The Minister may refer to the Industrial Court for advice on any matter relating to or arising out of a trade dispute or trade disputes in general or trade disputes of any class, or any other matter which in his opinion ought to be so referred.

(4) If there are existing in any trade or industry any arrangements for settlement by conciliation or arbitration of disputes in such trade or industry, or any branch thereof, made in pursuance of an agreement between organisations of employers and organisations of workmen representative respectively of substantial proportions of the employers and workmen engaged in that trade or industry, the Minister shall not, unless with the consent of both parties to the dispute, and unless and until there has been a failure to obtain a settlement by means of those arrangements, refer the matter for settlement or advice in accordance with the foregoing provisions of this section.

Procedure of Industrial Court and on arbitration.

3. (1) The Minister may make, or authorise the Industrial Court to make rules regulating the procedure of that Court, and those rules may, amongst other things provide for reference in certain cases to a single member of the Court, and provide for enabling the Court to sit in two or more divisions, and to sit with assessors who may be men or women for enabling the Court or any division of the Court to act notwithstanding any vacancy in their number, and for enabling questions as to the interpretation of any award to be settled without any fresh report or reference.

(2) The Minister may make rules regulating the procedure to be followed in cases where matters are referred to settlement to the arbitration of one or more persons appointed by the Minister.

52 and 53 Vict. C. 49.

(3) The Arbitration Act, 1889, shall not apply to any reference to the Industrial Court, or to any reference to arbitration under this Act.

(4) Where the members of the Industrial Court are unable to agree as to their award, the matter shall be decided by the chairman acting with the full powers of an umpire.

(5) Where any trade dispute referred to the Industrial Court involves questions as to wages, or as to hours of work, or otherwise as to the terms or conditions of or affecting employment which are regulated by any Act other than this Act, the Court shall not make any award which is inconsistent with the provisions of that Act.

## PART II.

### COURTS OF INQUIRY.

Inquiry into trade disputes.

4. (1) Where any trade dispute exists or is apprehended the Minister may, whether or not the dispute is reported to him under Part I of this Act, inquire into the causes and circumstances of the dispute, and, if he thinks fit, refer any matters appearing to him to be connected with or relevant to the dispute to a Court of Inquiry appointed by him for the purpose of such reference, and the court shall, either in public or in private, at their discretion, inquire into the matters referred to them and report thereon to the Minister.

(2) A Court of Inquiry for the purposes of this Part of this Act (in this Act referred to as "a Court of Inquiry") shall consist of a chairman and such other persons as the Minister thinks fit to appoint, or may, if the Minister thinks fit, consist of one person appointed by the Minister.

(3) A Court of Inquiry may act notwithstanding any vacancy in their number.

(4) The Minister may make rules regulating the procedure of any Court of Inquiry, including rules as to summoning of witnesses, quorum, and the appointment of committees and enabling the Court to call for such documents as the Court may determine to be relevant to the subject-matter of the inquiry.

(5) A Court of Inquiry may, if and to such extent as may be authorised by rules made under this section, by order require any person who appears to the Court to have any knowledge of the subject-matter of the inquiry to furnish, in writing or otherwise, such particulars in relation thereto as the Court may require, and, where necessary, to attend before the Court and give evidence on oath, and the Court may administer or authorise any person to administer an oath for that purpose.

Reports.

5. (1) A Court of Inquiry may, if it thinks fit, make *interim* reports.

(2) Any report of a Court of Inquiry, and any minority report, shall be laid as soon as may be before both Houses of Parliament.

(3) The Minister may, whether before or after any such report has been laid before Parliament, publish or cause to be published from time to time, in such manner as he thinks fit, any information obtained or conclusions arrived at by the Court as the result or in the course of their inquiry :

Provided that there shall not be included in any report or publication made or authorised by the Court or the Minister any information obtained by the Court in the course of their inquiry as to any trade union or as to any individual business (whether carried on by a

person, firm or company) which is not available otherwise than through evidence given at the inquiry, except with the consent of the secretary of the trade union or of the person, firm or company in question, nor shall any individual member of the Court or any person concerned in the inquiry, without such consent, disclose any such information.

## PART III.

### CONTINUANCE OF CERTAIN PROVISIONS OF WAGES (Temporary Regulation) Act, 1918.

Continuance of 8 and 9 Geo. 5 c. 61.

6. (1) The provisions of the Wages (Temporary Regulation) Act, 1918, which are specified in the Schedule to this Act shall, subject to the modifications specified in the second column of that Schedule, continue in operation until the thirtieth day of September nineteen hundred and twenty.

(2) Where before the passing of this Act, any matter has been referred for settlement under the Wages (Temporary Regulation) Act, 1918, and has not, at that date, been settled by the person or persons to whom it has been so referred, the Minister may by order transfer the matter to the Industrial Court, and where any such matter is so transferred the award of that court shall have effect as if it were an award of the *interim* court of arbitration made under that Act.

## PART IV.

### GENERAL.

Remuneration and expenses.

7. Any expenses incurred by the Minister in carrying this Act into operation, including the expenses of the Industrial Court and of any Court of Inquiry, shall be paid out of moneys provided by Parliament.

8. For the purposes of this Act :—

Definition of "trade dispute."

The expression "trade dispute" means any dispute or difference between employers and workmen, or between workmen and workmen connected with the employment or non-employment, or the terms of the employment or with the conditions of labour of any person :

The expression "workman" means any person who has entered into or works under a contract with an employer whether the contract be by way of manual labour, clerical work, or otherwise, be expressed or implied, oral or in writing, and whether it be a contract of service or of apprenticeship or a contract personally to execute any work or labour.

Rules as to appearance by counsel or solicitor.

9. Provision shall be made by rules under this Act with respect to the cases in which persons may appear by counsel or solicitor on proceedings under this Act before the Industrial Court, before an arbitrator or before a Court of Inquiry, and except as provided by those rules no person shall be entitled to appear on any such proceedings by counsel or solicitor.

Application of Act to the Crown.

10. This Act shall not apply to persons in the naval, military or air services of the Crown, but otherwise shall apply to workmen employed by or under the Crown in the same manner as if they were employed by or under a private person.

Provision in case of trade disputes in the industry of agriculture.

11. In the case of a trade dispute in the industry of agriculture, steps to be taken under this Act by the Minister of Labour shall be taken in conjunction with the Board of Agriculture and Fisheries.

Application to Scotland and Ireland.

12. (1) In the application of this Act to Scotland a reference to an overman shall be substituted for any reference to an umpire, and a reference to the Board of Agriculture for Scotland shall be substituted for any reference to the Board of Agriculture and Fisheries.

(2) In the application of this Act to Ireland, a reference to the Department of Agriculture and Technical Instruction for Ireland shall be substituted for any reference to the Board of Agriculture and Fisheries.

Report to Parliament.

13. The Minister shall from time to time present to Parliament a report of his proceedings under this Act.

Short title.

41. This Act may be cited as the Industrial Courts Act, 1919.

## SCHEDULE.

| PROVISIONS CONTINUED IN FORCE. | MODIFICATIONS. |
|---|---|
| S. 1 (Obligation to pay prescribed rates of wages). | As from the commencement of this Act the power to substitute any enforceable rate for the prescribed rate shall cease, without prejudice, however, to the enforceability of any rate substituted for the prescribed rate before the commencement of this Act, whether the substituted rate has or has not come into operation before that date, and without prejudice to the enforceability of any rate substituted for the prescribed rate by an award of the Industrial Court under Part. III of this Act. |
| PROVISIONS CONTINUED IN FORCE. | MODIFICATIONS. |
| Subs. 2 of s. 2 (Settlement of differences). | As from the commencement of this Act matters instead of being referred for settlement as provided in subs. (2) shall be referred to the Industrial Court.<br>The words "or as to whether any rate should be substituted for the prescribed rate" shall cease to have effect, and the proviso to subs. (2) shall not apply. |
| S. 3 (Powers of inquiry). | |
| S. 4 (Definition of prescribed rates of wages). | As from the commencement of this Act a reference to the Industrial Court shall be substituted for any reference to the *Interim* Court of Arbitration. |
| S. 5 (Legal proceedings). | |

No. 2173—1920, dated Calcutta, the 26th July 1920.

From—The Secretary, Bengal Chamber of Commerce.

To—The SECRETARY to the Government of Bengal, Commerce Department.

I am directed to acknowledge the receipt of your letter No. 46-T.-Com., dated 27th May 1920, forwarding a copy of a letter, No. 1-802-2, dated 21st April 1920, from the Government of India, Board of Industries and Munitions (Intelligence Branch), and asking for an expression of the opinion of this Chamber on the question whether all-India legislation on the lines of the English Industrial Courts Act 1919, would be of any value and should be undertaken at present.

2. Before coming to a conclusion on this question, the Committee have endeavoured to make a rough survey of the circumstances that led to the enactment by Parliament of the Statute of 1919. It is important to remember in this connection that statutory machinery for the settlement of disputes between employers and workmen has been in existence in the United Kingdom for close upon a hundred years. About the middle of the last century an increasing tendency to refer such disputes to voluntary arbitration resulted in the passing, in 1867, of the Councils of Conciliation Act—a statute which provided for the establishment of conciliation and arbitration and for the enforcement of awards. This was followed by the Arbitration (Master and Workman) Act of 1872 by which arbitration tribunals could be empowered to settle disputes regarding wages, working hours, and other matters not covered by previous enactments. But in 1894 the Royal Commission on labour found that the then existing machinery for arbitration was not being taken advantage of. Employers and workers preferred to settle their difficulties without reference to outside arbitrators. And with that end in view they had, in most organised industries, established Conciliation Boards of their own. These voluntary Conciliation Boards seem to have been able to settle the majority of the disputes, although sometimes it was necessary to have recourse to arbitration. But the parties often found it difficult to find suitable arbitrators; and it was suggested that a

Government Department should be empowered to appoint umpires in such cases. The Conciliation Act of 1896 resulted, and Section 2 (1) of this statute reads :—

> Where a difference exists or is apprehended between an employer, or any class of employers and workmen, or between different classes of workmen, the Board of Trade may, if they think fit, exercise all or any of the following powers, namely :—
>
> (*a*) Inquire into the causes and circumstances of the difference :
>
> (*b*) Take such steps as the Board may deem expedient for the purpose of enabling the parties to the difference to meet together, by themselves or their representatives, under the presidency of a chairman mutually agreed upon or nominated by the Board of Trade, or by some other person or body, with a view to the amicable settlement of the difference ;
>
> (*c*) On the application of the employers or workmen interested, and after taking into consideration the existence and adequacy of means available for conciliation in the district or trade and the circumstances of the case, appoint a person or persons to act as conciliator or as a board of conciliation ;
>
> (*d*) On the application of both parties to the difference appoint an arbitrator.

3. It will be noted that while the Board of Trade is authorised to take steps towards an amicable settlement, it cannot appoint a conciliator except at the request of one party, and it cannot appoint an arbitrator except at the request of both parties. In 1908 power was given to establish *ad hoc* Courts of Arbitration, consisting of a representative of employers, a representative of workers, and an independent Chairman as an alternative to the appointment of the sole arbitrator provided for in the Act. In 1911 the Board of Trade established an Industrial Council. On this body—which had no compulsory powers—capital and labour were both equally represented by leading members of employers and workers organisations. Its principal duty was to consider, and to enquire into, questions referred to it concerning industrial agreements and trade disputes. It did not replace any of

the existing conciliation or arbitration boards. On the contrary it was to act in co-operation with such, to encourage voluntary agreements and to advise the Board of Trade in conciliation matters. The Controller General of the Labour Department of the Board was the Chairman of the Council with the title of Chief Industrial Commissioner. In the meantime the Trade Boards Act of 1909 had been passed to meet the needs of the *sweated* industries, in which the workers were unorganised and unable to protect themselves. By this Act the Board of Trade was authorised to set up Trade Boards empowered to fix minimum rates of wages. A member of the Board of Trade was always the Chairman of such Boards; employers and employees were equally represented upon them; and they had power to appoint district or local trade committees. The Coal Mines (Minimum Wages) Act which was passed in 1912, for the purpose of fixing minimum wages, provided for the establishment, in the coal areas, of Joint District Boards representing employers and workers, but with an independent Chairman appointed by the members, or by the Board of Trade, if the members failed to agree.

4. The foregoing is a rough outline of the labour legislation which was in force, in the United Kingdom, when war broke out in 1914. As the war went on, and as labour troubles multiplied, it became evident that new, and improved, machinery for settling disputes, and for fixing minimum rates of wages, was unavoidable. The Committee of Production appointed in 1915 was consequently formed into a Tribunal of Arbitration; and the Munitions of War Acts of 1915, 1916, and 1917 also set up Special Arbitration Tribunals. These Acts introduced new regulations, the special features of which were compulsory arbitration at the option of the Board of Trade, the legal prohibition of strikes and lock-outs in certain circumstances, and the statutory enforcement of awards which might be extended to, and be made binding on, all industries. In 1916 the Government appointed a Minister of Labour who took over, from the Board of Trade, all labour matters. Among other things the Minister of Labour was empowered to appoint—under the Conciliation Act of 1896—an arbitrator or a Court of Arbitration when the parties concerned applied under Section 2 (1) (*d*) of that statute to have their differences adjusted by arbitration. The Trade Boards Act of 1909 was so amended, in 1918, as to provide not only for the fixing of minimum rates of wages, but also for the making

of recommendations to Government in regard to the industrial conditions of any trade to which its provisions may be applied by a special order. In 1917 the Corn Production Act was passed. It established an Agriculture Wages Board for fixing minimum rates of wages for agricultural workmen. Employers and workers have equal representation upon this Board which may also appoint District Wages Committees to consider local questions. Immediately after the signing of the armistice, in November 1918, the Wages (Temporary Regulation) Act, 1918, was passed. It repealed those clauses of the Munitions of War Acts which related to the local prohibition of strikes and lock-outs, and, to a certain extent, the clauses dealing with compulsory arbitration. One of its main objects was to provide for the continuance of high rates of wages during the transition period. These provisions—which were originally intended to remain in force for six months only—were subsequently extended until November 1919 and, instead of the Committee of Production, a new *Interim* Court of Arbitration was set up to prescribe standard rates of wages.

5. With the approach of November 1919 the need for further legislation was felt, and the Government introduced a Bill which became the Industrial Courts Act of 1919. This measure, a copy of which is attached to your letter, consists of three principal parts, and one subsidiary part. It is obvious, from the Parliamentary debates, that Part III—Continuance of certain provisions of the Wages (Temporary Regulation) Act, 1918—was regarded, at least from the point of view of the workers, as the most important part of the Act. By this part the provisions of the Wages (Temporary Regulation) Act of 1918 are to continue in operation until 30th September 1920. It further establishes a new Industrial Court to take the place of the *Interim* Court of Arbitration set up by the Act of 1918. The Bill, as introduced, was drafted to make arbitration compulsory, awards binding, and strikes against awards illegal. But the Labour Party succeeded in excising these provisions which, had they been adopted, would undoubtedly have marked a distinct step forward.

6. The Committee of the Chamber have examined the English Act attentively, and they have come definitely to the conclusion that legislation in accordance with its provisions would serve no good purpose in this country. Neither employers nor workers are yet

sufficiently organised to justify the experiment, unless the Government are prepared to make arbitration compulsory, awards binding, and strikes illegal. But, apart altogether from the fact that the English Act is largely permissive and non-obligatory, the following comments on certain sections show that it is unsuited to India :—

PART I. *Sec.* 1 (1)—A *standing* Industrial Court for India is not yet a feasible proposition. The Department of Industries has not had the experience that will enable it to take the place occupied at home, in labour disputes, formerly by the Board of Trade and now by the Minister of Labour. There are few independent persons in India with the requisite general knowledge of trade and industry, and there are few, if any, persons here corresponding with the labour leaders at home, and capable of representing the workmen.

*Sec.* 1 (2)—Whether suitable or unsuitable, an untried member of the Industrial Court may hold office for the full term of his appointment.

*Sec.* 1 (3)—The constitution of the Court is entirely in the hands of the president.

*Sec.* 1 (4).—There are few independent persons in India with sufficient knowledge of industrial conditions to justify their appointment as President, or Chairman, especially when the latter holds the balance with all the powers of an umpire.

*Sec.* 2 (1).—No action can be taken except at the request of *one* of the parties to a dispute.

*Sec.* 2 (2).—Unless *both* parties consent, the Minister of Labour cannot refer the matter for settlement to the Industrial Court, or to one or more arbitrators, or to an Arbitration Board.

*Sec.* 2 (3) & (4).—Where machinery already exists for the settlement of disputes by conciliation or arbitration—*e.g.*, where a joint committee representative of management and workers has been already set up—the Minister cannot refer any matter to the Industrial Court even for advice, unless both parties consent.

*Sec.* 3 (3).—Awards are not legally enforceable although both parties may have agreed to the reference to arbitration.

*Sec.* 3 (4).—As already indicated there are in India few persons with a knowledge of industry upon whom both employers and workers will agree to confer all the powers of an umpire,

PART II. *Sec.* 4 & 5.—India is not yet ripe for Courts of Enquiry, which are constituted in the United Kingdom mainly for the purpose of ascertaining and publishing the facts, and influencing the parties to settle their differences in accordance with public opinion as expressed in the press, and in the street.

PART III. *Sec.* 6.—This portion, which is indeed the *raison detre* of the Act, has no bearing on the Indian position.

PART IV. *Sec.* 7.—All expenses of Industrial Courts, and of Courts of Enquiry, are borne by the Government.

*Sec.* 8.—It is questionable if the definition of "trade dispute" in the Act covers all the factors that influence Indian workers in absenting themselves from factories and workshops.

7. During the war compulsory arbitration was introduced in the United Kingdom under certain conditions, but it was not a success. It was never favoured by either the employers organisations, or those of the workers. The "Whitley" Committee reported against it; and the clauses in the Munitions of War Acts authorising it were repealed when the armistice was signed. Under the New Zealand Conciliation and Arbitration Acts of 1894 and 1908 agreements reached by conciliation, or the awards of the Arbitration Court, are legally binding on the whole trade in the district concerned, and strikes and lock-outs are forbidden under penalties. In Australia, State and Federal Arbitration Courts have been in existence for years. But arbitration there has been described as a "gigantic failure", and the great majority of industrial disputes have been, for a long time past, settled by direct negotiations between employers and workmen. By the Canadian Industrial Disputes Investigation Act of 1907—which Act deals with certain specified industries—strikes and lock-outs are forbidden under penalties until such time as the Conciliation Board has

held an enquiry and published its recommendations. But here also the statutory machinery has proved ineffective; for, over a period of years, 204 strikes out of 222 have been illegal under the Act.

8. Judging by the experience of other countries it would seem, therefore, to the Committee of the Chamber that nothing will be gained in India by attempting to compel either of the parties to a labour dispute to agree to arbitration, or to accept an award by mere force of law. Nor will anything be gained by prohibiting strikes, or lock outs, so long as the workers or the employers remain dissatisfied. But while the Committee hold this view as regards India they feel that nevertheless steps ought to be taken to provide better opportunities than now exist for the discussion, by representatives of workers and of employers, of matters affecting the conditions of employment in industries, and in establishments of any importance. Every effort should be made to remove causes of complaint before they materialise into strikes, or lock-outs. This can best be done, the Committee think, by direct negotiations between employers and workers. All likely methods of conciliation should be explored and exhausted before mediation, by outside agencies, is resorted to. By direct negotiation, conciliation, and mediation, it may be possible to avoid, or to settle disputes without leaving behind feelings of ill-will. Arbitration, on the other hand, engenders ill-feeling. As often as not, the award leaves one party, if not both parties, with grievances to nurse; and, as it cannot be made legally binding on either party, there is no certainty that it will be accepted, or the dispute ended.

9. In considering this question of arbitration the Committee have had before them a series of reports which were presented to Parliament in 1917 and 1918 by the "Whitley" Committees. These Committees were appointed to make, and to consider, suggestions for securing a permanent improvement in the relations between employers and workmen. The Committee of the Chamber have examined the recommendations made in these reports. One of the most important deals with the establishment, for each of the principal well-organised industries, of a triple form of organisation. This organisation which is representative of employers and employed consists of Joint Industrial Councils, Joint District Councils, and Works Committees. The duty of these bodies is to advise upon matters affecting

the welfare of the industry; and to give to labour a definite and an enlarged share in the discussion, and settlement of industrial matters with which employers and employed are jointly concerned. But the "Whitley" scheme can only be brought fully into operation in industries where the organisation of employers and employed is sufficiently developed to render their respective associations representative of the great majority of those engaged in the industry. National and District Councils may be set up in these highly organised industries, but not in other industries where the work-people are unorganised, or only very partially organised. For the latter the "Whitley" Committees recommended the establishment of Works Joint Committees representative of the management, and of the work-people, and appointed from within the works.

10. In considering the possibility of dealing with Indian Labour problems on the lines recommended in the Whitley reports, the Committee of the Chamber have had to take into account the marked difference between the United Kingdom and India in the matter of industrial organisations. The British Ministry of Labour's latest Directory, which was published in July of last year, contains the names of 2,849 Employers' Associations concerned with matters relating to the employment of labour; and of 1,443 Trade Unions and other Employees' Associations known to the Department to exist for the purpose *inter alia*, of negotiating with employers for the regulation of the conditions of employment of their members. There are in addition 528 Trades Councils; and, furthermore, there are 465 Voluntary Conciliation Boards and Standing Joint Committees composed of representatives of employers and work-people in particular trades and in different districts. This last number, it should be observed, includes the Boards and Committees registered under the Conciliation Act of 1896, but does not include:—(*a*) Joint Industrial Councils, and *Interim* Industrial Re-construction Committees formed as a result of the Whitley reports; (*b*) Trade Boards established under the Trade Boards Act; (*c*) Agricultural Wages Boards appointed under the provisions of the Corn Production Act; and (*d*) Maritime Boards established by the Ministry of Shipping.

11. Not only is there this difference in the state of the organisation of industry as between the United Kingdom and India, but there are many other divergent factors which must be taken into account when

considering English Labour legislation in relation to Indian conditions. In the United Kingdom fear of unemployment is the dominating idea in the minds of the work-people. If left unorganised, labour would bid against itself for the right to work; and Trade Unions, and other labour organisations, have been therefore created, to protect the workers against themselves. In India the position is reversed. In the present stage of industrial development capital has to compete for labour. In actual practice capital in India has to bid against itself, and, by the offer of increased wages, improved working conditions, and a higher standard of living, has to attract labour in order to develop existing, and to create new, industries. The main object of the English Industrial Courts Act was to maintain the higher standard of wages brought about by war conditions; and the arbitration clauses in the Act were intended to be a safeguard against employers reducing rates. In India the conditions are exactly the opposite. There is no prospect of reducing wages. The tendency is, and must be all the other way, if labour is to be attracted to industry. For there is no large body of Indian workers entirely dependent on industries for a livelihood. It has always been open to such workers to revert to agriculture; and in actual practice the great majority of Indian factory workers do so revert. In the highly developed industrial conditions of the United Kingdom capital holds the key to the situation; and labour, with the ever-present dread of unemployment before it, is constantly endeavouring to safeguard itself against a reduction in wages, or an eventual lock-out. In India, with its rapidly developing industries, the increasing competition of capital for labour places the latter in a strong position; and, if the ordinary economic laws of supply and demand are left uncontrolled, there is every likelihood of industrial labour in India being able to raise its standard of life, and, in improving its condition, to assist in the development of industry.

12. In conclusion, I am to explain that the Committee of the Chamber realise that they have dealt with the question raised by your letter in greater detail than is perhaps absolutely necessary. But labour problems are becoming of increasing importance as industries develop in this country; and they feel that the slavish copying of the labour legislation of other countries should be avoided. They entirely agree that full advantage should be taken of the experience gained

elsewhere. But, in the determination of policy in Indian labour matters, the special conditions of India ought obviously to receive the fullest consideration and to be the governing factor. It is for this reason that the Committee have treated the subject so fully. And, having done so, they conclude by expressing, without hesitation, their considered opinion that all-India legislation on the lines of the English statute of last year would be of no value and should not be undertaken. At the same time they recommend that early steps be taken to test the possibility of developing in this country a system of Works Joint Committees. These bodies would provide suitable machinery for the immediate ventilation of grievances, for the speedy settlement of disputes, and for the steady maintenance of a good understanding between workers and their employers. The attention of the members of the Bengal Chamber of Commerce, and of the members of the various mercantile and industrial associations recognised by the Chamber, is being drawn to this important matter.

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No. 1574-193 of 1920.

THE CHAMBER OF COMMERCE,

BOMBAY, 23rd August 1920.

The SECRETARY,

THE ASSOCIATED CHAMBERS OF COMMERCE

OF INDIA AND CEYLON,

ROYAL EXCHANGE,

Calcutta.

Dear Sir,—I am directed to acknowledge receipt of your letter, No. 762-A. C., dated the 2nd August 1920, and its accompaniment and in reply to state that my Committee have perused the papers in question with great interest.

I am to add that my Committee, further, desire to associate themselves with the views expressed by the Committee of the Bengal Chamber in their very able and comprehensive letter to the Government of Bengal.—Yours faithfully,

C. B. SAYER,

Acting Secretary.

# APPENDIX J-7.

## INDIAN DEFENCE FORCE.

No. 513-A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 17th April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I venture to invite your attention to the attached copy of the marginally noted letter, and its enclosure, on the subject of the Indian Defence Force. Perhaps you will be good enough to inform me if your Chamber favours the suggestion that the Association should address the Government of India in support of the proposals made by the Bengal Chamber.—Yours faithfully,

Letter No. 1233-1920, dated 16th April 1920, with its enclosure, from the Bengal Chamber of Commerce to the Associated Chambers of Commerce of India and Ceylon.

H. M. HAYWOOD,
Secretary.

No. 1233--1920.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE,
CALCUTTA, 16th April 1920.

The SECRETARY,
THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON.

*The Indian Defence Force.*

Dear Sir,—I am directed to hand you, for the information of the other Chambers of Commerce, the attached copy of the marginally noted letter on the subject of the Indian Defence Force. I am to express the hope of the Committee of this

Letter No. 1215, dated 16th April 1920, from the Bengal Chamber of Commerce to the Adjutant-General in India, Simla.

Chamber that the Association will be able to address the Government of India in support of the proposals made in this representation.—Yours faithfully.

H. M. HAYWOOD,
Secretary.

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Letter No. 1215-1029, dated 16th April 1920.

From—The Secretary, Bengal Chamber of Commerce,

To—The Adjutant-General in India, Simla.

The attention of the Committee of the Bengal Chamber of Commerce has been drawn to the reply given, in the Indian Legislative Council, on the 22nd March 1920, by His Excellency the Commander-in-Chief to a question put by the Hon'ble Mr. W. E. Crum, on the subject of the Indian Defence Force.

2. The Delhi Session of the Council having now closed, no new legislation on this subject can be presumably undertaken before September next. That is to say, the draft bills to which His Excellency referred cannot possibly come into operation until the end of the present calendar year, and they may be delayed until the beginning of the next official year, namely, 1st April 1921.

3. In these circumstances the Committee of the Chamber instruct me to suggest that the Government of India should make, as early as possible, a public announcement as to what the present position of the Indian Defence Force is, and as to what the training for the current year is to be. So far as Calcutta is concerned they are convinced that mercantile opinion here would very strongly favour a notification to the effect that, until new legislation is introduced :

(*a*) those members of the Indian Defence Force, who are over 45 years of age, should be exempted from service and from all training of every description; and

(*b*) those members of the Force, who are below 45 years of age, should not be required, during the current year, to do more than to shoot the annual musketry course as prescribed by the regulations.

4. I am to express the hope of the Committee of the Chamber that this proposal will commend itself to the favourable consideration of Government, and that its adoption will be notified forthwith.

No. 628-65 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 29th April 1920.

The SECRETARY,

THE ASSOCIATED CHAMBERS OF COMMERCE

OF INDIA AND CEYLON,

Calcutta.

Dear Sir,—I am directed to acknowledge receipt of your letter No. 513 O. C., dated 17th instant, enclosing a copy of a letter from the Bengal Chamber of Commerce on the subject of the Indian Defence Force and enquiring whether this Chamber favours the suggestion that the Associated Chambers should address the Government of India in favour of the Bengal Chamber's proposals.

2. In reply I am to state that my Committee are of opinion, in view of the Indian Army Order, dated 25th March 1920, issued by Army Headquarters, that no useful purpose would be served by again addressing Government in this matter.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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## INDIA ARMY ORDER

BY

HIS EXCELLENCY THE COMMANDER-IN-CHIEF IN INDIA.

*Army Headquarters, Simla, the 25th March* 1920.

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*No.* 19-*S. Indian Defence Force* (*European Branch*), *Periodical Training*, 1920-21.—Subject to any variation ordered by the competent military authority, every member of the Indian Defence Force required to undergo periodical training will undergo such training according to the scale laid down in the Annexure to this Order during the training year commencing with the 1st April 1920. The annual musketry course will include such preliminary musketry drills as may be ordered in each individual case by the Officer Commanding the unit up to a maximum of 6 hours.

035614-A.G.-3.

2. In the case of units stationed in the hills, this training will be undergone between the 1st of April and the 31st of October 1920.

3. In the case of other units the competent military authority shall decide the period within which the obligatory training shall be completed.

4. Officers Commanding units shall fix the time and place of every parade and give to every member of the unit concerned previous notice not less than 14 days in advance, so as to ensure that failure to attend such a parade shall be punishable under clause 3 of Schedule II of the Rules under the Indian Defence Force Act.

5. The programme of parades so fixed shall be submitted for approval to the competent military authority and shall be published in each case under his orders.

6. No person shall be required to attend more than the number of parades laid down in the Annexure to this Order; but any person who has failed to attend when required may be ordered to attend a parade in place of any parade which he did not attend when required, whether he was previously excused or not.

7. Any part of the periodical training may be undergone in Camp at the discretion of the competent military authority, and with the concurrence of the local Government concerned; but no person shall be required to attend Camp for a longer period than six days. The competent military authority shall decide in the case of each unit the number of hours at which each day of training in Camp shall be reckoned, subject to a maximum of five hours.

H. F. COOKE, Major-General,
Offg. Adjutant-General in India.

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## ANNEXURE TO SPECIAL INDIA ARMY ORDER.

### No. 19-S. OF 1920.

### PERIODICAL TRAINING, INDIAN DEFENCE FORCE (EUROPEAN BRANCH).

(1) For persons under 31 or who attain the age of 31 during the training year :—

(*a*) In infantry units—64 hours and the annual musketry course.

(*b*) In other units—80 hours and the annual musketry course, or, in the case of artillery, the annual gun course.

(2) For persons over 31 on the 1st April 1920 and under 40, or who attain the age of 40 during the training year :—

(*a*) In infantry units—24 hours and the annual musketry course.

(*b*) In other units—10 hours and the annual musketry course, or, in the case of artillery, the annual gun course.

(3) For persons over 40 on the 1st April 1920 :—

In all units—The annual musketry course, or, in the case of artillery, the annual gun course.

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## GOVERNMENT OF INDIA.

### LEGISLATIVE DEPARTMENT.

The following Act of the Governor General of India in Council received the assent of the Governor General on the 22nd September 1920 ; and is hereby promulgated for general information :—

### ACT NO. XLIX OF 1920.

*An Act to constitute an auxiliary force for service in India.*

Whereas it is expedient to constitute an auxiliary force for service in India ; It is hereby enacted as follows :—

Short title, extent and commencement.

1. (1) This Act may be called the Auxiliary Force Act, 1920.

(2) It extends to the whole of British India, including British Baluchistan and the Sonthal Parganas, and applies also to European British subjects within the territories of any Prince or Chief in India.

(3) It shall come into force on the first day of October, 1920.

Definitions.

2. In this Act, unless there is anything repugnant in the subject or context,—

"Advisory Committee" means an Advisory Committee constituted under section 28 for the prescribed military area, or part of a prescribed military area, within which a person subject to this Act for the time being resides or is serving, as the case may be ;

"competent military authority "means the General or other Officer Commanding the prescribed military area within which a person subject to this Act for the time being resides or is serving, as the case may be ;

" enrolled person " means a person enrolled in the prescribed manner under this Act ;

" enrolling officer " means an officer authorised to enrol persons under this Act ;

" prescribed " means prescribed by rules made under this Act, and " prescribe " has a corresponding meaning ;

" regulation " means a regulation made under section 31 ; and

" training year " means a period of twelve months beginning on the first day of April and ending on the thirty-first day of March.

Constitution of an auxiliary force.

3. There shall be raised and maintained in the manner hereinafter provided an auxiliary force for service in India to be designated the Auxiliary Force, India.

Classes who may be enrolled.

4. Every person who—

(*a*) Is a European British subject as defined in the Code of Criminal Procedure, 1898, or

(*b*) was, on the thirtieth day of September 1920, enrolled or deemed to be enrolled under the Indian Defence Force Act, 1917 (not being a person enrolled under the provisions of section 12 of that Act), or

(*c*) is a British subject of European descent in the male line, or

(*d*) not being a British subject, satisfies the conditions prescribed for enrolment of persons of that class,

shall, subject to the provisions of this Act, be eligible for enrolment thereunder.

Enrolment.

5. (1) Any male eligible for enrolment under this Act who has attained the age of sixteen years and is not a member of His Majesty's regular naval, military or air forces or of His Majesty's Royal Indian Marine may apply to be enrolled in the Auxiliary Force, India, and, if he satisfies the prescribed conditions, may be enrolled therein in the prescribed manner, and shall thereupon become subject to the provisions of this Act.

(2) An applicant for enrolment may apply to be enrolled for service in any particular branch, or in any particular corps or unit located in the prescribed military area within which he for the time being resides.

Liability to undergo military training.

6. Every enrolled person shall be liable to undergo military training as provided by or under this Act until discharged from the Auxiliary Force, India, as hereinafter provided.

Liability to perform military service.

7. Every enrolled person liable to undergo military training under section 6 shall, on and from the first day of April next following the date on which he attains the age of eighteen years, or, if he has already attained the age of eighteen years, on and from any later date on which he is enrolled, be liable to perform military service under this Act.

Appointment to corps or unit.

8. (1) Every enrolled person shall, without unnecessary delay, be appointed by, or under the orders of, the competent military authority to a corps or unit of the Auxiliary Force, India, and on receipt of an order so appointing him shall report himself for the purpose of joining such corps or unit at such time and place as may be specified in the order.

(2) Any person who has been enrolled for service in any particular branch, corps or unit, shall be appointed to a corps or unit of that branch or to that corps or unit, as the case may be.

Preliminary training.

9. Every enrolled person liable to perform military service under this Act who on becoming so liable has not attained the age of thirty-one years shall within the training year in which he becomes so liable, undergo the preliminary training specified in Schedule I:

Provided that, if such preliminary training cannot be completed within that training year, it may be completed at the discretion of the competent military authority in the training year next following.

Provided further that any person who has completed the preliminary training required by regulations made under the Indian Defence Force Act, 1917, or who has served for a period of six months in His Majesty's naval, military or air forces or in His Majesty's Royal Indian Marine, or who is certified by the competent military authority to

have undergone adequate military training under the Indian Defence Force Act, 1917, or under this Act or otherwise, shall be deemed to have completed the preliminary training required by this section.

Periodical training of persons entitled to rank as officers.

10. Every enrolled person (other than a commissioned officer of the Auxiliary Force, India) who is entitled to rank as an officer of His Majesty's Forces, shall undergo such periodical training as may be laid down in regulations.

Classification and periodical training.

11. Every enrolled person liable to perform military service under this Act (other than a person to whom the provisions of section 10 apply) shall be included as hereinafter provided in one or other of the following classes, namely :—

(*a*) the Active Class ;

(*b*) the First (A) Class of the Reserve ; or

(*c*) the Second (B) Class of the Reserve ;

and shall undergo the periodical training specified in Schedule I for the Class in which he is for the time being included.

Classification.

12. (1) Every commissioned officer of the Auxiliary Force, India, shall be included in the Active Class until he relinquishes his commission.

(2) Enrolled persons liable to perform military service under this Act, not being commissioned officers of the Auxiliary Force, India, or entitled to rank as officers of His Majesty's Forces, shall be classified as follows, namely :—

(*a*) every such person who is required by section 9 to undergo preliminary training and has completed or is deemed to have completed the same shall be included in the Active Class until the end of the training year in which he attains the age of thirty-one years ;

(*b*) every such person who has completed the period of service in the Active Class as required by clause (*a*) or is enrolled after attaining the age of thirty-one years and before attaining the age of forty years shall be included in the First (A) Class of the Reserve until the end of the training year in which he attains the age of forty years ;

(c) every such person who has completed the period of service in the First (A) Class of the Reserve as required by clause (b) or is enrolled after attaining the age of forty years shall be included in the Second (B) Class of the Reserve until discharged from the Auxiliary Force, India, as hereinafter provided.

(3) Any enrolled person who ceases to be entitled to rank as an officer of His Majesty's Forces or to be a commissioned officer of the Auxiliary Force, India, shall thereupon be included in the Class in which he would have been included under this section if the provisions of section 10 or sub-section (1), as the case may be, had not applied to him, and shall undergo periodical training accordingly.

(4) Any person who is under this section included in either Class of the Reserve may apply to the competent military authority to be included for any training year in any other Class for which more periodical training is specified in Schedule I, and shall thereupon be deemed to be included in that Class.

(5) Notwithstanding anything hereinbefore contained, if any person is under this section included in any Class after the commencement of a training year, the competent military authority shall reduce to such extent as he may deem fit, or may remit, the amount of periodical training to be undergone by such person in that year.

Variations of training.

13. (1) The competent military authority may, by order in writing,—

(a) on the recommendation of the Advisory Committee, direct the inclusion of any enrolled person in any Class for which less periodical training is specified than that specified for the Class in which he is included under the provisions of section 12, or

(b) on his own motion or on the recommendation of the Advisory Committee, reduce the specified amount of training either in individual cases or in the case of any unit or part thereof for any stated period.

(2) The competent military authority shall grant to each person whose training is reduced under clause (b) of sub-section (1) a certificate setting forth the amount of training to be undergone during the said period.

14. Every enrolled person shall, if and when required by the competent military authority, present himself for such medical examination as may be necessary to determine the extent, if any, to which he is fit to undergo military training or to perform military service, before a medical officer appointed or approved in that behalf by the competent military authority, and for the purposes of such medical examination shall comply with the directions of such medical officer.

Medical examination.

15. (1) Every person appointed to a corps or unit under section 8 shall remain in that corps or unit until transferred to another corps or unit by, or under the orders of, the competent military authority, but no person shall be transferred from the Infantry branch to another branch or from one unit to another unit located in the same prescribed military area except at his own request.

Transfers.

(2) Any person so transferred from the Infantry branch to another branch may be required to undergo such further preliminary training, not exceeding eight days, as may be ordered by the competent military authority, and thereafter shall undergo the periodical training specified in Schedule I for the branch to which he is transferred:

Provided that any periodical training already undergone by such person in the training year in which he is transferred shall be deemed to have been undergone in such other branch.

*Explanation.*—For the purposes of this section and of Schedule I, a day shall be deemed to consist of four hours of actual military drill or instruction, and may be made up of fractions of a day not more than four in number.

16. (1) Any enrolled person who leaves his place of residence in India for the time being and thereby leaves the area commanded by one competent military authority for that commanded by another shall, if he does not intend to return to the area which he leaves, notify the competent military authority commanding that area of his change of residence.

Change of residence.

(2) If such person having intended to return does not return within three months, he shall notify the competent military authority as aforesaid immediately on the expiry of that period.

(3) The competent military authority on being notified of a change of residence under sub-section (1) or sub-section (2) may, subject to the provisions of section 15, transfer such person from the corps or unit in which he is serving to another corps or unit.

Discharge.

17. (1) Any enrolled person who has attained the age of forty-five years or has completed four years' service from the date of his enrolment shall, on application made by him in the prescribed manner, be entitled to receive his discharge from the Auxiliary Force, India.

(2) An enrolled person who is not entitled to his discharge under sub-section (1) may be discharged by the competent military authority on a recommendation of the Advisory Committee in this behalf.

Calling out and embodiment.

18. No person liable to perform military service under this Act shall be required to perform such service except—

(*a*) when called out with any portion of the Auxiliary Force, India, by an order of the senior military officer present either to act in support of the civil power or to provide guards which, in the opinion of such officer, are essential; or

(*b*) when any portion of the Auxiliary Force, India, to which he belongs has been embodied to support or supplement His Majesty's regular forces in the event of an emergency by a notification directing such embodiment issued by the Governor General in Council or any Local Government empowered by the Governor General in Council in that behalf and published in the *Gazette of India* or the local official Gazette, as the case may be; or

(*c*) when attached at his own request to any regular forces.

Territorial limits of liability to military service on calling out and embodiment.

19. No person called out under clause (*a*), or embodied under clause (*b*), of section 18 shall be required to perform military service beyond the limits of the prescribed military area in which the corps or unit to which he has been appointed or is for the time being attached is located, save when it is, in the opinion of the senior military officer present, necessary to

proceed beyond those limits in the course of the military operations upon which the corps or unit or any portion thereof is for the time being engaged.

Duration of military service on calling out or embodiment.

20. Any portion of the Auxiliary Force, India, which, having been called out or embodied under section 18, is performing military service, shall be replaced by regular troops or otherwise, as soon as circumstances permit, and shall not be required to perform such service after such replacement has been effected to the satisfaction of the senior military officer present or after the cancellation of the order or notification under clause (*a*) or (*b*), as the case may be, of section 18.

Application of the Army Act.

21. Every commissioned officer of the Auxiliary Force, India, when doing duty as a commissioned officer, and every non-commissioned officer and man of the said Force :—

(*a*) when attached to or otherwise acting as part of or with any regular forces, and

(*b*) when called out by an order, or embodied by a notification, under section 18,

shall be subject to the provisions of the Army Act and any orders or regulations made thereunder, and the said Act, orders and regulations shall apply to every such person in the circumstances aforesaid as if the same were enacted in this Act, and as if such person held the same rank in His Majesty's Army as he holds for the time being in the said Force.

Refusal to appear for military service.

22. If any person liable to perform military service under this Act fails to comply with an order or notification under section 18 calling him out or embodying him for military service, any District Magistrate or Chief Presidency Magistrate may, on the application of the competent military authority or of an officer empowered by such authority in writing in that behalf, cause such person to be arrested and brought before him, and if the Magistrate is satisfied that such person has been duly required to perform military service, the Magistrate may, without prejudice to any penalty which such person may have incurred, make over such person in custody to the military authorities.

23. An enrolled person who refuses or without lawful excuse (the burden of proving which shall lie upon such person) neglects :—

Penalties for breach of sections 8, 14 and 16.

(*a*) to comply with any order under section 8 ; or

(*b*) to attend for medical examination, or to comply with the directions of the medical officer, as required by section 14; or

(*c*) to notify any change of residence as required by section 16;

shall be punishable with fine which may extend to fifty rupees.

24. An enrolled person commits an offence if he, in circumstances when he is not subject to military law, does any of the following acts, namely :—

Other offences.

(1) when on parade or undergoing military training or wearing His Majesty's uniform :—

(*a*) strikes or uses or offers violence to, or uses threatening or insubordinate language to, or behaves with contempt to, his superior officer ; or

(*b*) disobeys any standing order of, or lawful command given by, his superior officer ; or

(*c*) neglects to obey a general or garrison order made specially applicable to the Auxiliary Force, India, by the competent military authority ; or

(*d*) is in a state of intoxication ; or

(*e*) being a non-commissioned officer strikes or ill-treats any person subject to military law or to this Act, or to the Indian Territorial Force Act, 1920, who is his subordinate in rank or position ;

(2) without sufficient cause fails to appear at the place of parade at the time fixed or to attend at any place in his capacity as a member of the Auxiliary Force, India, when duly required so to attend, or when on parade without sufficient cause quits the ranks ;

(3) without sufficient cause fails to perform any part of the training which by or under this Act he is required to perform ;

(4) strikes, or uses or offers violence to, any person whether subject to military law or not in whose military custody he is placed, and whether such person is or is not his superior officer;

(5) resists an escort whose duty it is to arrest him or detain him in military custody;

(6) being under arrest or detention or otherwise in lawful military custody escapes or attempts to escape;

(7) when in charge of any property belonging to Government or to a corps or unit of the Auxiliary Force, India, makes away with, or is concerned in making away with, any such property;

(8) wilfully injures, or by culpable neglect loses or causes injury to, any such property as is mentioned in clause (7);

(9) wilfully ill-treats a horse or other animal used in the public service;

(10) knowingly furnishes a false return or report of the number or state of men under his command or charge or of any money, arms or ammunition, clothing, equipment, stores or other property in his charge;

(11) through design or culpable neglect omits to make or send any return of any matter mentioned in clause (10) which it is his duty to make or send;

(12) when it is his official duty to make a declaration respecting any matter, makes a declaration respecting such matter which he either knows or believes to be false or does not believe to be true;

(13) knowingly makes against any person subject to military law or to this Act or to the Indian Territorial Force Act, 1920, an accusation which he either knows or believes to be false or does not believe to be true;

(14) falsely personates any other person at any parade or on any occasion when such other person is required by or under this Act to do any act or attend at any place, or abets any such act of personation.

Punishment for offences under section 24.

25. (1) Any person committing any of the offences specified in sub-clauses (*b*), (*c*) and (*d*) of clause (1) or in clauses (2), (3), (8), (11) and (14) of section 24 shall be punishable with fine which may extend to two hundred rupees.

(2) Any person committing any other offence specified in section 24 shall be punishable with imprisonment which may extend to two months, or with fine which may extend to two hundred rupees, or with both.

Dismissal.

26. The competent military authority may in his discretion dismiss any enrolled person from the Auxiliary Force, India.

Summary and minor punishments.

27. The Governor General in Council may prescribe summary and minor punishments for offences under section 24 or for contravention of any rule or regulation made under this Act to which enrolled persons shall be liable without the intervention of a Criminal Court, and the officer or officers by whom and the circumstances in which and the extent to which such summary and minor punishments may be inflicted and the manner in which any such punishments may be enforced :

Provided that no punishment involving any kind of imprisonment shall be imposed as a summary or minor punishments :

Provided further that no summary punishment shall be inflicted in any case in which the accused claims to be tried by a Criminal Court.

Advisory Committees.

28. (1) The Local Government shall constitute for each prescribed military area one or more Advisory Committees each consisting of three or more members, of whom one shall be the competent military authority or a military officer appointed by him in this behalf, and the others shall be persons eligible for enrolment in the Auxiliary Force, India, within the meaning of section 4 who shall be appointed annually by, or under the orders of, the Local Government.

(2) Any Advisory Committee constituted for a prescribed military area or a part thereof, as the case may be, which includes a Presidency town or any other place to which the Governor General in Council may, by order in writing, declare this sub-section to apply, shall consist of not less than five members of whom not more than two shall be persons, in the service of Government.

(3) The Governor General in Council shall prescribe the duties, powers and procedure of Advisory Committees and, in particular, the matters in respect of which the competent military authority shall be bound to give effect to a recommendation of an Advisory Committee unless the Local Government otherwise directs.

29. The Governor General in Council may constitute any corps or unit and may disband any corps or unit constituted under this Act.

Constitution and disbandment of units.

30. (1) The Governor General in Council may make rules to carry out the purposes of this Act.

Power to make rules.

(2) In particular and without prejudice to the generality of the foregoing powers, such rules may—

(*a*) provide for the appointment of enrolling officers;

(*b*) prescribe military areas for the purposes of this Act;

(*c*) prescribe the manner in which and the conditions subject to which European British subjects and other persons who are not British subjects may offer themselves for enrolment under this Act;

(*d*) define the manner in which and the conditions under which persons or any class of persons liable to military service under this Act may be excused from being called out or embodied;

(*e*) prescribe the military training to be undergone by persons liable to military training under section 6, but not to military service under section 7;

(*f*) prescribe the rates of pay for, and provide for the grant of allowances to, persons liable to perform military service under this Act;

(*g*) prescribe for any military area which is a railway area or for any area beyond the limits of British India the authorities which shall be deemed respectively to be the Local Government and the District Magistrate for all or any of the purposes of this Act; and

(*h*) provide for any other matter which under this Act is to be or may be prescribed.

(3) Any rule made under this section may provide that a contravention thereof shall be punishable with fine which may extend to fifty rupees.

(4) The power to make rules conferred by this section shall, except on the first occasion of the exercise thereof, be subject to the condition of previous publication.

(5) All rules made under this section shall be published in the *Gazette of India*, and on such publication shall have effect as if enacted in this Act.

Power to make regulations.

31. The Commander-in-Chief of His Majesty's Forces in India may make regulations consistent with this Act and the rules made thereunder providing generally for details connected with the organisation and personnel of the Auxiliary Force, India, and for the duties, equipment, military training, allowances and leave of enrolled persons.

Certain persons subject to this Act to be deemed part of His Majesty's Army for certain purposes.

32. For the purposes of sections 128, 130 and 131 of the Code of Criminal Procedure, 1898, all officers, non-commissioned officers and men liable to perform military service under this Act, who have been appointed to a corps or unit, shall be deemed to be officers, non-commissioned officers and soldiers, respectively, of His Majesty's Army.

Trial of offences.

33. Save as otherwise provided by section 27, no offence under this Act shall be tried save by a Court not inferior to that of a Presidency Magistrate or Magistrate of the first class.

Exemption from local taxation.

34. No enrolled person shall be liable to pay any municipal or other tax in respect of a horse, bicycle, motor-bicycle, motor car or other means of conveyance which he is authorised by a general or special order of the competent military authority to maintain in his capacity as a member of the Auxiliary Force, India.

Amendment of section 1, Act XI of 1878.

36. In section 1 of the Indian Arms Act, 1878, for the words and figures "a volunteer enrolled under the Indian Volunteers Act, 1869," the words and figures "a member of either of the forces constituted by the Indian Territorial Force Act, 1920, or, the Auxiliary Force Act, 1920," and for the word "volunteer" the word "member" shall be substituted.

36. On and from the date on which this Act comes into force, the enactments mentioned in Schedule II shall be repealed to the extent specified in the fourth column thereof.

Repeals.

## SCHEDULE I.

(*See sections* 9, 11, 12 *and* 15.)

TRAINING.

| | |
|---|---|
| 1. Preliminary. | |
| (*a*) for infantry .. .. | 32 days, and the annual musketry course as laid down in regulations. |
| (*b*) for other branches .. | 40 days, and the annual musketry or gun course as laid down in regulations. |
| 2. Periodical. | |
| (1) Active Class. | |
| (*a*) for infantry .. .. | 16 days in each training year and the annual musketry course as laid down in regulations. |
| (*b*) for other branches .. | 20 days in each training year, and the annual musketry or gun course as laid down in regulations. |
| (2) First (A) Class Reserve. | |
| (*a*) for infantry .. .. | 6 days in each training year, and the annual musketry course as laid down in regulations. |
| (*b*) for other branches .. | 10 days in each training year, and the annual musketry or gun course as laid down in regulations. |
| (3) Second (B) Class Reserve. | |
| (*a*) for infantry .. .. | The annual musketry course as laid down for this Class in regulations. |
| (*b*) for other branches .. | |

NOTE.—(*c*) section 15).—A day consists of four hours of actual military drill or instruction, and may be made up of fractions of a day not more than four in number.

## SCHEDULE II.

### ENACTMENTS REPEALED.

(*See section* 36.)

| Year. | No. | Short-title. | Extent of repeal. |
|---|---|---|---|
| 1869 | XX | The Indian Volunteers Act, 1869. | The whole. |
| 1891 | XII | The Amending Act, 1891 .. | So much of the Second Schedule as relates to the Indian Volunteers Act, 1869. |
| 1896 | X | The Indian Volunteers (Amendment) Act, 1896. | The whole. |
| 1909 | V | The Amending (Army) Act, 1909.. | So much of the Schedule as relates to the Indian Volunteers Act, 1869. |
| " | VI | The Indian Volunteers (Amendment) Act, 1909. | The whole. |
| 1915 | I | The Emergency Legislation Continuance Act, 1915. | So much of the Schedule as relates to the Indian Volunteers Ordinance, 1914. |
| 1917 | III | The Indian Defence Force Act, 1917. | The whole. |
| 1918 | VIII | The Indian Defence Force (Amendment) Act, 1918. | The whole. |
| " | XXI | The Indian Defence Force (Foreign Service) Amendment Act, 1918. | The whole. |
| 1919 | VII | The Indian Defence Force (Amendment) Act, 1919. | The whole. |

No. B. 359.

REVENUE DEPARTMENT,

SECRETARIAT, FORT, BOMBAY.

Dated the 18th October 1920.

The CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

Sir,—In connection with the Auxiliary Force Act, 1920, and rules thereunder, I am directed to state that it has been decided that the Advisory Committee for the Bombay Presidency Military Area, *viz.*, the Town and Island of Bombay and the land of Salsette, should consist of the following members:—

(1) The General Officer Commanding, Bombay Brigade.

(2) The Deputy Secretary to the Government of Bombay, Revenue Department.

(3) Member chosen from the Chamber of Commerce, Bombay.

(4) Member chosen from the Trades Association, Bombay.

(5) Member chosen from the Textile Association, Bombay.

(6) Member chosen from the European Association, Bombay.

(7) Colonel Gidney as Representative of the Anglo-Indian Association.

I am to request that the name of the gentleman whom your Chamber may select as its Representative on the Committee may be communicated to this office at the earliest possible date.—I have, etc.,

H. F. BALL,

Under Secretary to the Government of Bombay.

No. 1992—65 OF 1920.

CHAMBER OF COMMERCE,

BOMBAY, 4th November 1920.

The UNDER SECRETARY TO GOVERNMENT,

REVENUE DEPARTMENT,

Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. B.-359, dated the 18th October 1920, and, in reply, to state that my Committee desire to nominate the Honourable Mr. H. P. W. Macnaghten to serve as the representative of this Chamber upon the Advisory Committee for the Bombay Presidency Military Area under the Auxiliary Force Act, 1920.—I have, etc.,

C. B. SAYER,

Acting Secretary.

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# APPENDIX **J-8.**

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## PROPOSED REVISION OF SYSTEM OF PRE-AUDIT PAYMENTS BY GOVERNMENT ACCOUNTS OFFICES.

No. J-16 of 1920.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Subject.—*Proposed revised system of pre-audit payments by Government Accounts Offices.*

Sir,—I am directed to forward a copy of the letter from the Government of India, Finance Department, No. 97-A., dated 5th February

1920, on the subject mentioned above, and to request that the Government of Bombay may be favoured with the opinion of your Chamber by 15th March 1920.—I have, etc.,

A. H. DRACUP,

*for* Under Secretary to Government.

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No. 97-A.

GOVERNMENT OF INDIA,

FINANCE DEPARTMENT,

DELHI, the 5th February 1920.

To LOCAL GOVERNMENTS AND ADMINISTRATIONS.

Sir,—I am directed to address you regarding a proposed change in the system of pre-audit payments by Accounts Offices. The existing practice and the reasons for the change proposed are explained in the accompanying note by the Comptroller and Auditor-General. I am to request that, with the permission of His Excellency the Governor in Council, the views of the Government of Bombay on the proposal of the Comptroller-General may be communicated to the Government of India as early as possible.—I have, etc.,

E. N. BLANDY,

Under Secretary to the Government of India.

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## PROPOSED REVISED SYSTEM OF PRE-AUDIT PAYMENTS IN ACCOUNT OFFICES.

The recent fraud in the Comptroller, India Treasuries office, having revealed the necessity for revision in the existing system of pre-audit payments by Account offices and for a more complete proof of payment in such cases, a revised scheme has been worked out by me in consultation with the Accountant-General, Bengal, the Comptroller, India Treasuries, and the Solicitor to the Government of India, and is based on a report drawn up jointly by the Accountant-General, Bengal, and Comptroller, India Treasuries, and modified in certain respects with their concurrence. Both the Bengal Cham-

ber of Commerce and the Calcutta Trades Association have been consulted in the matter so far as the claims of commercial firms dealing with Government departments are concerned. They have accepted the changes proposed.

2. Under the present system* a Government officer, a firm, or any person not in Government employ, presents for payment a bill complete in all respects, including an acknowledgment of the money and a receipt stamp when necessary. These bills are paid after audit and consequently a few days after their presentation. The presentor of each bill is therefore given a brass token when the bill is taken from him ; the token bears a serial number which number is inserted on the corresponding bill.

*There are local variations in the system which meet some of the defects set out below but everywhere receipt is acknowledged before it takes place.

3. When the bills are ready for payment the payee, or his collecting sircar reappears with the brass token by which the corresponding bill is readily traced and what is more important, the identification of the payee is facilitated. This token is surrendered at the cash counter. The payments are made in cash up to Rs. 100 (one hundred) and by cheques on the Presidency Bank for larger amounts. In the case of cash payments, the signature or mark of the person receiving the money is taken on the bill: but no written authority is produced by him to the effect that payment should be made to him, and except for the fact that he surrenders the corresponding token, there is little to establish his identity. Cheques are, however, delivered merely on the surrender of the token and no written acknowledgment is taken from the collecting sircar,† although his name is recorded in the Cheque Delivery Register.

† In some cases an acknowledgment is taken.

4. The cash bills are stamped " paid " when the cash is handed over by the Cashier or his Assistant. The cheque bills are, on the other hand, stamped " paid " as soon as the cheques are written out, although the delivery of the cheque does, in most cases, take place some days after. In either case, however, there is no evidence to show by whom—the Cashier or any of his Assistants—the payment was actually made or the token redeemed, and it is almost impossible to fix the responsibility in these matters in cases of dispute.

5. It is considered that the existing system is faulty in some respects and that it is necessary to mitigate some of the difficulties it involves. In the first place it is recognised that at one particular stage the transactions do not represent actual facts, in that a bill presented for payment contains a complete receipt, stamped if necessary, although payment is not expected nor made for some days after. The system was originally intended to apply to post-audit bills presented for immediate payment where the signature could justly represent a legal quittance. But such a receipt could never stand as evidence of the payment of a bill disbursed some days after presentation, and it is considered that the unreality existing at this stage of the career of a bill is a weak point in the existing system which it is necessary to alter.

6. Secondly, as payment is usually taken by an agent or a sircar, it is considered necessary that he should produce a written authority from his principal to make payment to him. This authority should contain the name and specimen signature of the collecting sircar to establish his identity beyond doubt. It is also considered necessary that the collecting sircar should give a written acknowledgment of the money or cheque and that his principal should finally acknowledge receipt of the same through his agent.

7. Thirdly, it is considered to be of great importance that there should be some documentary evidence to fix the responsibility for payment and for the withdrawal of the token from the person to whom payment is made. It is scarcely necessary to add that if a token is left over, even after the corresponding bill has been paid, it entitles its holder to prefer a second claim for the same bill.

8. Lastly, the necessity of a final audit of *payment* cannot be urged too strongly. The existing system prescribes a complete and effective audit of the claims in a bill, but no rules are in existence under which the actual payment is subject to audit, with the result that any malpractices in the cash department are not discovered until the mischief is beyond remedy.

9. It is accordingly proposed to make certain alterations, and the amended procedure proposed for adoption, is described below.

10. First, receipts or stamps will not be taken on the bill when originally presented, but that the party whether he be a Government Officer, or a firm, or person not in Government employ—preferring a claim will, when presenting a bill, sign it merely in acknowledgment of the correctness of the claims entered therein. The bill-forms will be altered to suit this changed procedure.

The bills of firms or other persons unconnected with the Government service, making supplies or rendering services to Government Departments, when completed as above, will be submitted as hitherto, to the departmental officer, who will countersign them, if an order, and either send them on for payment to the Account Office direct or return them to the claimant for presentation at that office.

11. As at present, the presentor of a bill will be given a brass token which he will be expected to produce when he returns later on for payment. The importance of these tokens is to be noted, as they form an important means of identification. The necessity for keeping the tokens carefully will be impressed on all concerned. If a token is lost, one good means of identification ceases to exist.

12. Next, when a bill has been passed for payment by the Audit Department of the Account Office concerned the fact will be intimated to the drawer of the bill by a memorandum* in the following form :—

*This memorandum need not be sent when the payment is by crossed cheque, *vide* para. 23 below.

To

The / Messrs.

Dear Sir / Sirs

Please note that your bill No.———— dated————for Rs.—— on account of————————————has been passed for payment in full of Rs.—— only for the reasons noted overleaf ————————————. and that payment will be made to you or your collecting sircar on production of this office token bearing No.———— and in the latter case, this memorandum with the lower portion completed and signed by you.

(See paragraph 28 of this note).

A receipt in the accompanying form for the amount should be forwarded to this office *by post* as soon as the money/cheque is received by you from your collecting sircar.

Yours faithfully,

*Assistant Accountant-General,*
*Assistant Audit Officer.*

Office of the———————

The———————1919,

Enclosure one.

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Please pay in cash the sum of Rs. / make over the cheque for ———————on account of above bill to my collecting sircar whose name and specimen signature are given below.

Name of Messenger or Agent ———Signature ———————

Signature of † do. ———Designation ———————

‡ This receipt should be stamped whenever necessary. ‡ Received Rs. / a cheque No ———for Rs. in payment of the above bill.

Messenger or collecting sircar or Agent.

Dated———

Paid by me and received back the token No.———

*Cashier*
*Paying Clerk.*

13. When a sircar is sent to collect the money, a literate sircar should se sent with bills and, as far as possible, the same man should always be sent to receive payment of the claims of any one party, as this helps identification in the Cash Department.

14. It is of the utmost importance that the party who has presented a bill for payment should communicate with the Audit Office if his books show that payment has not been made within a reasonable period —say a week—after receipt from the Audit Office of the intimation that the bill has been passed for payment.

15. When a sircar receives payment he will sign for the receipt of money or cheque made over to him. This receipt should be stamped

† [It is advisable that the Agent or Messenger should sign his name in the space above before the document leaves the custody of the payee, and in any case, the entries must be completed before it is presented at the Account Office.]

whenever necessary. The question has been discussed whether and how far a sircar's signature can be taken as a legal quittance for the money or cheque made over to him as the agent of the Government officer, or firm, or other claimant concerned. The Government Solicitor is of opinion that so long as the sircar produces a clear authority from his principal to the effect that payment should be made to him, his quittance is binding on the latter. It is accordingly provided that the sircar's receipt should be stamped whenever necessary. The subsequent receipt from the Government officer firm, etc., being only precautionary, need not be stamped except when the payment is made by a crossed cheque as no stamped receipt is then taken from the collecting sircar, *vide* paragraph 23 below.

Such authority containing the name of the sircar should, therefore, appear on the memorandum suggested in paragraph 12 above, when presented at the Account Office. This authority should, as far as possible, be signed by the person who signed the original bill of claim.

In the case of salary and other personal claims of Government officers the endorsement should be either in favour of some well-known banker or agent or in favour of a personal servant named. Endorsements, " to bearer " should be avoided in all cases.

16. Secondly, it will be incumbent on the Cash Department to exercise a scrutiny over the receipts presented by the sircar, etc., before making the payment.

This scrutiny will include :—

(*a*) a comparison of the signature on the memorandum of authority with that on the bill ;

(*b*) a comparison of the amount on the above memorandum with that on the pay order of the bill ;

(*c*) a comparison of the signature of the sircar, etc., with the specimen signature on the above memorandum ;

(*d*) the withdrawal of the token bearing the same number as that given on the above memorandum and the bill.

17. Thirdly, the person making the payment will be responsible for the identification of the person to whom the money or cheque is handed over. Ordinarily the production of the above memorandum

of authority and the corresponding token and the ability to sign in exact accordance with the specimen signature furnished will be regarded as sufficient; but in case of doubt other measures will have to be adopted.

After making the payment and receiving back the token, the cashier or other paying clerk will sign in the space provided for the purpose in the above memorandum of authority. The memorandum of authority as thus completed will be attached by the Cash Department to the corresponding bill.

18. The procedure now prescribed of treating a bill as "Paid" as soon as a cheque for it is drawn (*vide* Article 1025, Civil Account Code) requires modification so as to admit of the signature on a bill going to Cash Department for comparison with that on the memorandum of authority when payment is being made. The procedure prescribed in Article 1040, Civil Account Code, according to which on a cheque being drawn, the amount involved is debited to the service head affected and a per contra credit is afforded to the head "Cheques and bills—Pre-audit cheques", will be retained; but the transaction will be recorded as above when the bill has been returned to the Accounts Department from the Cash Department after the cheque has been made over to the sircar and his receipt obtained.

19. To prevent a second cheque being written for the same bill it will be necessary to have two Impressing Stamps instead of one as at present—one stamp "Cheque drawn" to be entered by the cheque writer and another "Cheque delivered" or "Paid" to be put on by the Cashier when he has handed over the cheque in payment. Each cheque will bear two dates—one, the date on which it is written and another the date of its delivery—written thus——$\frac{1st}{3rd}$ September 1919.

20. The existing practice of maintaining a stock register of the cheque forms and a plus and minus memorandum of the signed cheques in the hands of the cashier will be continued. Under this procedure the stock is reduced by the number of cheque forms actually used during the day and a corresponding addition made to the cashier's plus and minus memorandum.

It will however be necessary to combine the Cheque Bill Register (Form 138, Civil Account Code) with the Cheque Delivery register and a single register may be maintained in the following forms :—

| Cheque No. | Name of messenger to whom delivered. | Description of the charge. | Voucher No. of bill. | Amount. |
|---|---|---|---|---|
| | | | | Rs. As. Ps. |
| 1 | 2 | 3 | 4 | 5 |
| | | | | |

The first two columns of the above register will be posted at the time the cheque is delivered and the remaining columns at the end of the day from the particulars of the bill. The total of this Register will supply the figure of "issue" for the Accountant-General's Check Register prescribed in Article 1034, Civil Account Code.

21. As a measure tending to the prevention of fraud, the issue of cheques for *all* payments would be ideal. This however has obvious practical objections, but the present limit of Rs. 100, up to which bills are paid in cash (Article 1025, Civil Account Code) should be lowered. It is accordingly proposed that payment should be made by cheque for all claims of Rs. 20, and above, and that where possible small bills presented by the same party at about the same time should be consolidated and one cheque drawn for the whole number.

If, however, the payment of any particular bill is desired by means of a separate cheque, the wishes of the payee will be met on a written request being made to that effect on the bill.

22. In view of obvious advantages, it is further proposed to issue crossed cheques in favour of any payee who may reasonably be expected to have a banking account, or who may request payment by crossed cheque. If, however, a payee expressly desires an open cheque, it will of course be given.

23. In all cases of payments by crossed cheques, there will be no risk of the money reaching dishonest hands, nor will there be any difficulty about evidence of payment. The precautions mentioned in

paragraph 12 above of having a *fac simile* signature of the messenger or collecting sircar, duly attested by the drawer of the bill, and of comparing such signature with the signature of the person to whom the payment is actually made, can be safely dispensed with in these cases. It will suffice if on the original bill itself the following endorsement is made :—

Please pay by crossed cheque drawn in favour of $\frac{\text{self}}{\text{The Bank of}}$

Drawing officer.

The crossed cheque with a Form of the final receipt will be made over to the collecting sircar from whom no acknowledgment need be taken. The firm or the drawing officer, on receipt of the cheque through the collecting sircar, will return the final receipt (duly stamped whenever necessary) to the Audit Office.

24. The case of claims presented by banks has also been considered. Banks and large Agency firms collect the pay and other allowances of Government officers absent on leave or for other reasons. An officer not present at the station often leaves his bills signed beforehand and post-dated for collection, *vide* Article 30 (*a*), Civil Account Code, and Article 863, Civil Service Regulations. The claims of officers thus absent are generally preferred on bills containing a signed receipt and an authority on the bill itself to pay a certain Bank or firm of Agents. The Government Solicitor is of opinion that the authority to pay a Bank is sufficient even though the officer does not sign a receipt in addition. The bank is actually the receiving authority and a receipt from it can be accepted as a legal quittance.

25. Most of the important banks have entered into a general bond of indemnity with Government and this will be retained.

26. Bills of claims for stores supplied or services rendered to Government Departments, or for payment without consideration (such as grants-in-aid, lawyers' fees) may also be submitted through a bank; and in that case there will be an endorsement on the bill from its drawer to pay to the bank. In other respects the procedure for a bank will follow that sketched out above.

27. The necessity for great care in the custody of tokens, for a daily percentage check of the receipt and issue of tokens, and for a monthly census of tokens will be impressed on all concerned.

28. So far, the sircar's receipt is all that the Account Office will have taken. To complete the transaction it is necessary to have a receipt from the drawer of the bill himself, and this will be granted after the money or cheque has been handed over to him by the sircar. This receipt should be sent *by post* to the Accounts Branch (not the cash counter) of the Accounts Office from which payment has been received. The receipts may be in the following form, and will accompany the memorandum of intimation—*vide* paragraph 12 above or the crossed cheque—*vide* paragraph 23 above—

Received *on————————from the Accountant-General————
through my sircar the sum of Rs.———— $\frac{\text{in cash}}{\text{by cheque on the bank of}}$
in full payment of $\frac{\text{this office}}{\text{our}}$ bill No.————dated————
for Rs.————————on account of————————

Stamp.

Signature————————
Designation————————

Date————————19

These receipts will be pasted on by the Accounts Branch to the corresponding bill.

29. Lastly, there will be a final audit of the *payments* in the Accounts Branch.

This will consist of the following checks :—

(*a*) that the pay-order is genuine ;

(Specimen signature of officers authorised to pass bills wil be retained. A comparison of the signature with that on the bill will in most cases suffice.)

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* (The date on which the money or the cheque was actually received by the Sircar from the Account Office, and not the date on which it was credited to the office or firm should be entered here.)

NOTE.—This receipt need not be stamped (except when payment is desired by crossed cheque, as no stamped receipt is then required from the collecting sircar.)

(*b*) that the endorsements on the bill, if any, are in order;

(*c*) that a memorandum of authority in the prescribed form to pay to the collecting sircar has been produced and is in order;

(*d*) that the sircar has signed the above memorandum in acknowledgment of the money or the cheque and that his signature is in order;

(*e*) that the Cashier or other paying clerk has signed the certificate of payment;

(*f*) that a final receipt for the full amount has been received from the drawer of the bill in the prescribed form, and, if not, to issue reminders where necessary till they are sent.

Checks (*c*), (*d*) and (*e*) are not necessary in the case of payment by crossed cheque.

30. The changes proposed above will apply, *mutatis mutandis*, to pay bills which are presented at district treasuries in advance of the due date (Article 26, Civil Account Code).

31. The procedure with regard to Pension bills will, however, be left unaltered, as they are paid in most cases immediately on presentation.

M. F. GAUNTLETT.

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No. 412/91 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 18th March 1920.

The UNDER SECRETARY TO GOVERNMENT,

FINANCIAL DEPARTMENT,

Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. J-16 of 1920 undated, and enclosure, regarding the proposal of the Government of India to revise the present system of pre-audit payments by Government Accounts Offices.

2. In reply I am to state that my Committee are of the opinion that, while the proposed new measures will no doubt provide an extra safeguard against fraud, they fear that the operation of the same will involve considerable delay in payment.—I have, etc.,

C. B. SAYER,
Assistant Secretary.

# APPENDIX K-1.

## DAMAGE CAUSED BY RIOT AND CIVIL COMMOTION.

BURMA CHAMBER OF COMMERCE,
RANGOON, 22nd March 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I am directed to enclose, for such support as you may be able to accord it, a copy of a representation this Chamber has addressed to the Government of India on the subject of compensation for damage caused by riot and civil commotion.—Yours faithfully,

C. A. CUTTRISS,
Secretary.

BURMA CHAMBER OF COMMERCE,
RANGOON, 22nd March 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Simla.

Sir,—I am directed to address you in reference to the unsatisfactory nature of the legislation governing compensation for damage caused

by riot and civil commotion in India; and in this connection I am to invite your special attention to Section 15 A (1) of Indian Act V of 1861 which reads as under :—

> " 15-A. (1) If, in any area in regard to which any Proclamation notified under the last preceding section is in force, death or grievous hurt or loss of, or damage to, property has been caused by or has ensued from the misconduct of the inhabitants of such area or any class or section of them, it shall be lawful for any person, being an inhabitant of such area, who claims to have suffered injury from such misconduct, to make, within one month from the date of the injury or such shorter period as may be prescribed, an application for compensation to the Magistrate of the district or of the sub-division of a district within which such area is situated."

2. It not only appears to be doubtful whether a claim can be preferred under this Section against Government in respect of damage or injury caused previous to the notification of a Proclamation under Section 15 of the Act; but it is clearly only in such cases of riot as are followed by a Proclamation that Government may fix compensation. It is quite conceivable, however, that a riot might occur, continue for some considerable time, cause considerable damage to property, and then subside without any Proclamation being considered necessary by Government, in which case the aggrieved party would have no redress at all, though the aim of all modern Governments is to afford the subject an effective remedy for each and every wrong done to him.

3. In the United Kingdom this latter point is taken into full consideration in the Riot Damages Act of 1886, wherein it is provided that persons who have suffered damage to property by reason of a riot or civil disturbance may claim compensation in respect of such damage from the Police Authority of the district in which the disturbance took place; and Section 4 of that Act provides that, if a claim for compensation has been made and the claimant is aggrieved by the refusal or failure of the Police Authority to fix compensation upon such claim, or by the amount of compensation fixed, he may bring an action against the Police Authority to recover compensation

in respect of all or any of the matters contained in such claim, and to an amount not exceeding that mentioned therein. In violent contrast with this liberal treatment of the subject, Section 15 A (5) of the Indian Act provides that "No civil suit shall be maintainable in respect of any injury for which compensation has been awarded under this Section." And the Indian Act also, I am to repeat and emphasise, seems to preclude relief in cases of damage caused before a Proclamation has been issued, and in all cases where no Proclamation has been issued at all.

4. For these resasons I am to urge that steps be now taken to bring the Indian Act into line with the more equitable English law dealing with the payment of compensation to those who have suffered injury as the result of riot and civil commotion.—I have, etc.,

C. A. CUTTRISS,
Secretary.

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No. 898-106 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 13th May 1920.

The SECRETARY, BURMA CHAMBER OF COMMERCE,
Rangoon.

Dear Sir,—I am directed to acknowledge receipt of your letter, dated 22nd March last, forwarding a copy of your Chamber's representation to the Government of India on the subject of compensation for damage caused by riot and civil commotion and requesting the support of this Chamber thereto.

2. In reply I am to state that, in the opinion of my Committee, it is a question primarily of policy as to whether it is advisable to extend the liability to make compensation for damage caused by riot and civil commotion and to make this liability equal to the liability in England. It must be borne in mind that, under the English Act, the compensation is paid out of the Police Rate, so that the compensation is paid by every individual liable to contribute to that rate.

3. Under the Indian Act the Local Government have power to exempt a class or section of inhabitants from liability to pay compensation and Europeans have, it is believed, generally been exempted. It is probable, in view of recent events, that any amendment of this Act would be strongly objected to and the omission of the above Section asked for; it, therefore, seems to my Committee very doubtful whether Government would undertake such legislation.

4. The position at present is that Europeans will receive but will not be called upon to pay compensation; under an amendment of this Act they may receive in every case but they may also be called upon to pay. My Committee believe that compensation has been granted for damage incurred during the recent riots at Amritsar, Ahmedabad and Bombay, and it may not be easy to find a case where compensation has not been awarded.

5. In view of the foregoing my Committee do not propose to address Government on this subject.—I am, etc.,

R. E. GREGOR-PEARSE,

Secretary.

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BURMA CHAMBER OF COMMERCE,

RANGOON, 24th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

*Damage by Riot & Civil Commotion.*

Dear Sir,——I beg to acknowledge, with thanks, the receipt of your letter of the 13th instant on this subject.—Yours faithfully,

C. A. CUTTRISS,

Secretary.

# APPENDIX K-2.

## INDIAN JAILS COMMITTEE.

No. 933.

JUDICIAL DEPARTMENT,

BOMBAY CASTLE, 28th January 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to forward herewith a copy of the paper of interrogatories framed by the Indian Jails Committee which will visit Bombay from 8th to the 11th March 1920, and with reference to question No. IX on the subject of labour for prisoners I am to request that if the Bombay Chamber of Commerce desires to place its views before the Jails Committee, you will be so good as to forward them to Government by the 10th February 1920, and state whether the Bombay Chamber of Commerce wishes to depute a representative to give oral evidence before the Committee.—I have, etc.,

J. CRERAR,
Secretary to Government.

### PAPER OF INTERROGATORIES.

*Classification of Jails.*

I. (*a*) Do you approve of the system of Classiying Jails in India on the basis of prison population or accommodation and of basing the pay of Superintendents on such classification ?

(*b*) What maximum would you fix to the accommodation to be provided for in—

(i) a central jail,

(ii) a district jail ?

*Jail Construction.*

II. Have you any recommendations to make on the subject of jail construction in India ?

*Superintendence of Jails.*

III. (*a*) Have you any experience of the plan of promoting officers of the jailor grade to the post of Superintendent of a jail; if so, how far, in your judgment, has it been successful?

(*b*) Are you in favour of entrusting to medical men the superintendence of (*a*) central jails, (*b*) district jails? If so, what remarks have you to make regarding the recruitment of Medical Superintendents in the past? If not, what other methods of recruitment of Superintendents would you recommend?

*Jail Establishment.*

IV. (*a*) Do you consider that the scale of remuneration for the several classes of jail officers in your Province is adequate? Have you any suggestions to make on the subject?

(*b*) What is the scale of warder establishment in your Province? Have you any suggestions to make regarding it?

(*c*) Do you consider that the rate of pay and other conditions of the warders' service are satisfactory and secure a suitable class of man? If not, what would you suggest?

*Police.*

V. Have the police any part in the guarding of the jails in your Province? Have you any recommendations to make on the subject?

*Medical Arrangements in Jails.*

VI. Are you satisfied with the arrangements for the medical care and nursing of sick prisoners in the jails in your Province? Have you any suggestions to make on this question?

*Jail Offences.*

VII. Have you any views to express regarding restraint and punishment of prisoners for jail offences?

*Convict Officers.*

VIII. Do you approve of the system of employing convicts as convict officers? What are your recommendations?

*Labour for Prisoners.*

IX. (*a*) Do you approve of the present methods of providing labour for prisioners, and have you any criticisms or suggestions to offer on the subject?

(*b*) Do you consider that the employment of power-driven machinery in jails is justifiable ; if so, under what conditions and with what limitations ?

*Remissions of Sentence.*

X. What are your views upon the system by which remissions of sentence are granted ? Do you consider that the system should be extended so as to cover shorter sentences than at present ?

*Letters and Visits.*

XI. Have you any suggestions to make regarding the rules in your Province regulating (*a*) the receipt and writing of letters by prisoners, (*b*) interviews with prisoners ?

*Cellular and Association Systems.*

XII. Are you in favour of prisoners being separated at night in a separate cell for each individual, or would you retain the system of association wards ?

*Separate Confinement.*

XIII. Are prisoners in your Province subjected to a period of separate confinement as an ordinary incident of a sentence of imprisonment, in accordance with English practice ? If so, for how long ? Do you approve of the existing rules on this subject, and have you any suggestions to make either as regards those rules or as to the method of carrying out the period of separate confinement ?

*Special Class of Offenders.*

XIV. Are you in favour of creating a division or class of offenders, which should be entitled to special treatment in jails ? If so, specify as accurately as possible the offences or classes of offences that you would include in such a division, and the nature of the special treatment that you would advocate.

*Classification of Prisoners.*

XV. (*a*) Have you any views to express upon the classification of prisoners into habituals and non-habituals, as at present in force in the jails in your Province ? Do you think that this or any such classification should be made by the Courts or by the jail authorities ?

(*b*) Would you advocate the collection of habitual offenders, as far as possible, in one or more jails to which casual offenders should not ordinarily be sent ?

XVI. Have you any special remarks to offer in regard to the jail rules in force in your Province for the treatment of—

(i) civil prisoners,

(ii) under-trial prisoners,

(iii) female prisoners,

(iv) juvenile prisoners,

(v) condemned prisoners ?

*Simple Imprisonment.*

XVII. Do you consider it desirable that prisoners, sentenced to simple imprisonment, should be exempt from all labour, or should they be liable to labour, as in England ?

*Weak-minded Prisoners.*

XVIII. Would you recommend any special measures with regard to weak-minded prisoners, and if so, what are your suggestions ?

*Transportation.*

XIX. What is your opinion of transportation as a method of dealing with criminals, with reference to (*a*) its deterrent effect, (*b*) its reformative influence ? Do you consider that the system of transportation to the Andamans should be retained, with or without modifications ?

*Fine.*

XX. (*a*) Are the existing provisions of law and rules relating to the payment of fine in your opinion satisfactory ? If not, what changes would you suggest ?

(*b*) In the case of persons sentenced to imprisonment in default of payment of fine and with no substantive sentence of imprisonment, would you advocate that the Courts should be either required or allowed, before the offender is committed to jail, to grant time for payment of fine, and, if so, would you permit such payment to be made by instalments ?

*Solitary Confinement.*

XXI. What is your view of the value, as a deterrent, of solitary confinement when imposed by a judicial sentence ?

*"Preventive Detention" and the Indeterminate Sentence.*

XXII. (*a*) Are you in favour of the system of "preventive detention" for habitual offenders, as practised in the United Kingdom? If so, would you make the period of detention indeterminate or would you fix a maximum and minimum, and in the latter case what periods would you suggest?

(*b*) If you are in favour of the system of "preventive detention," do you think that it should be applied to all habitual offenders?

(*c*) Do you think that "preventive detention" (if adopted) should take the place of the system of notification of address under section 565 of the Code of Criminal Procedure, or should it be in addition to that system?

XXIII. Do you advocate the adoption in any other respect of the principle of the indeterminate sentence, and, if so, in what respect and subject to what rules and conditions?

*Release on Probation.*

XXIV. Do you favour the release on probation of first offenders or of any particular class of first offender? If so, what would you suggest, and what machinery would you provide for the supervision of the offender during the period of probation? or would you advocate the system of suspension of sentence after conviction?

*Short Sentences.*

XXV. Do you think that short sentences of imprisonment, *i.e.*, for one month and under, are calculated (1) to deter, (2) to reform? If not, what substitutes would you suggest?

*Imprisonment in General.*

XXVI. (*a*) Do you consider that imprisonment as at present carried out, is deterrent, and so, do you advocate its being made more or less severe? and if so, how?

(*b*) Have you any reason to think that jail conditions, as they at present exist, are such as to reform and reclaim a prisoner, or the contrary?

*Reformatory Influences in Jails.*

XXVII. (*a*) Have you any suggestions to offer regarding further reformatory influences that might be brought to bear upon prisoners in Jail?

(*b*) Would you advocate more extended use of any of the following, namely, elementary general education, instruction in handicrafts, supply of books for reading, drill and gymnastics, moral and religious instruction ? If your answer is affirmative, please explain the methods you would suggest.

*Children.*

XXVIII. Do you advocate the introduction in India of the system of Children's Courts, as worked in England and the United States, and of the methods of dealing with children brought before those Courts, *e.g.*, binding over, probation, committal to Industrial and Reformatory Schools, &c. ? What should be the maximum age under which a young person should be regarded as a child ?

*Releasing of Juvenile (or other) Prisoners.*

XXIX. Have you any experience of the system of releasing juvenile (or other) prisoners on condition of undergoing the remainder of their sentences in an approved industrial home or other similar institution or under the supervision of a Society ? Have you any suggestions to make regarding the working of this system ?

*Borstal Institutions.*

XXX. Are you in favour of separate institutions on the Borstal plan for the detention of adolescent prisoners ? If so, what minimum period of detention would you fix and within what age limits should such prisoners be liable to detention in Borstal institutions ?

*After-care.*

XXXI. Is there any organisation for the after-care of Borstal inmates in your Province ? If so, please describe fully its methods of working. Have you any recommendations to make on the subject ?

*Prisoners' Aid Societies.*

XXXII. (*a*) Is there any Society for aiding released prisoners generally in your Province ? If so, do you consider that its operations are adequate and successful, and have you any suggestions to make for its improvement ?

(*b*) Do you think that such a Society should be assisted financially by the Government, and, if so, what conditions would you impose ? How is the Society (if any) in your Province financed ?

*Visitors.*

XXXIII. Have you any suggestions to offer regarding the inspection of jails by visitors, official or non-official ?

*Criminal Tribes.*

XXXIV. (*a*) Are there any settlements for criminal tribes in your Province under the Criminal Tribes Act, 1911 ? If so, have you any suggestions to make regarding the working of those settlements ? To what agency has the control of those settlements been entrusted, and has it been satisfactory ?

(*b*) In the criminal settlements in your Province what provision is made for the separation of juveniles from adults ? Would you be in favour of the complete removal of children from their parents if the latter belong to a criminal tribe ?

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No. 164/58 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 10th February 1920.

The SECRETARY TO GOVERNMENT, JUDICIAL DEPARTMENT,

Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 933 of 28th January 1920, and enclosure, relative to the visit of the Indian Jails Committee to Bombay.

2. In reply I am to state that my Committee do not desire to place their views in regard to the subject of labour for prisoners before the Jails Committee, either in the form of written or oral evidence.—I have, etc.,

R. E. GREGOR-PEARSE,

Secretary.

# APPENDIX K-3.

## PETTY THEFTS IN INDUSTRIAL DISTRICTS.

No. 1461.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 13th March 1920.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to forward the accompanying copy of an order of Government in this Department, No. 1460, dated the 13th February 1920, and to request that Government may be favoured with the opinion of the Bombay Chamber of Commerce on the proposal of the Government of India to undertake special legislation to meet the prevalence of petty thefts in industrial districts,—I have, etc.,

A. MONTGOMERIE,
Deputy Secretary to Government.

GOVERNMENT OF BOMBAY.

JUDICIAL DEPARTMENT.

ORDER No. 1460.

BOMBAY CASTLE, 13th February 1920.

No. 113, dated the 17th January 1920.

From—A. Mcleod, Esq., Under Secretary to the Government of India, Home Department (Police);

To—The Secretary to the Government of Bombay, Judicial Department.

I am directed to forward a copy of a letter (with enclosures) from the Government of the United Provinces, No. 2000,* dated the 11th December 1919, containing a proposal that legislation should be undertaken in the Imperial Legislative Council on the lines of section 54-A of the Calcutta Police Act, 1866 (Bengal Act IV of 1866), to meet the prevalence of petty thefts in industrial districts.

* Printed as accompaniments to this order.

2. I am to request that, with the permission of His Excellency the Governor in Council, the Government of India may be favoured with the views of the Local Government on the subject.

ORDER.—Copies of the letter from the Government of India and its accompaniments should be forwarded to the Commissioner in Sind, the Commissioners of Divisions, the Inspector-General of Police, Bombay Presidency, the Commissioner of Police, Bombay, the Chief Presidency Magistrate, Bombay, the District Magistrates of Karachi, Ahmedabad, Poona, Belgaum, Sholapur, the Chairman of the Bombay Port Trust, the Municipal Commissioner for the City of Bombay, the Director of the Royal Indian Marine, the Agent, Bombay Baroda and Central India Railway Company, the Agent, Great Indian Peninsula Railway Company, the Bombay Chamber of Commerce, the Bombay Millowners' Association, the Bombay Native Piece-Goods Merchants' Association, the Bombay Presidency Trades Association, the Bombay Shroffs' Association, the Grain Merchants' Association, Bombay, the Indian Merchants' Chamber and Bureau, and they should be requested to favour Government with their opinions on the proposal of the Government of India to undertake special legislation to meet the prevalence of petty thefts in industrial districts. The District Magistrates concerned should submit their opinions through the Commissioners concerned.

A. MONTGOMERIE,
Deputy Secretary to Government.

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ACCOMPANIMENTS TO GOVERNMENT ORDER IN THE JUDICIAL DEPARTMENT, No. 1460, DATED THE 13TH FEBRUARY 1920.

No. 2000, dated the 11th December 1919.

From—The Hon'ble Mr. M. Keane, I.C.S., Chief Secretary to the Government of the United Provinces;

To—The Secretary to the Government of India, Home Department.

I am directed to forward for the information of the Government of India a copy of a letter, dated the 10th March 1919, from the Secretary,

Upper India Chamber of Commerce, Cawnpore, on the subject of the desirability of introducing into the industrial districts of the United Provinces special legislation to meet the prevalence of petty thefts.

2. His Honour the Lieutenant-Governor has had enquiries made and is of opinion that the difficulty would be best met by a general Act passed in the Imperial Legislative Council embodying legislation on the lines of section 54-A of the Calcutta Police Act, and authorising all Local Governments to declare that the provisions of the Act should apply to such industrial districts within their jurisdiction as they may think fit. I am to say that Cawnpore is the only area in these Provinces at present to which this Government would apply the Act if passed.

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Dated the 10th March 1919.

From—The Upper India Chamber of Commerce, Cawnpore;

To—The Government of the United Provinces.

It has recently been found necessary by the Committee of the Bengal Chamber of Commerce to urge upon the Governments of Bengal and of Behar and Orissa the desirability of introducing into the colliery districts special legislation calculated to meet the prevalence of thefts of stores and of iron and brass fittings, etc.

It was pointed out by the Bengal Chamber that as the law stands in the colliery districts it is difficult, and often indeed impossible, to obtain convictions in cases of this class, for although suspicious property may be found in the possession of a person, it is for the prosecution to prove that such possession is unlawful. To furnish this proof is in practice difficult and numerous prosecutions fail for the want of it. All that the Court can do in such circumstances is to declare the property forfeit to the Government, or to return it to the person with whom it was found.

The difficulty, it was stated, might be overcome by the introduction into the colliery districts of legislation on the lines of section 54-A of

the Calcutta Police Act (which section also appears as section 33-A of the Calcutta Suburban Police Act) and section 2 of the Howrah Offences Act of 1857.

The Bengal Chamber have represented that there is at the present time in the colliery districts of Bengal and of Bihar and Orissa a state of affairs similar to that which justified the inclusion in the Calcutta Police Acts, in 1910, of the two sections quoted.

These sections were designed to put an end to the pilfering of goods, such as jute, grain, salt, sugar, coal, etc., which could not be identified. The need for the special power had been strongly pressed by the Calcutta Port Commissioners, the Eastern Bengal Railway and the Commissioner of Police. In the statement of objects and reasons attached to the Bill which amended the Police Act it was said that it had been found "very difficult to obtain convictions under the ordinary law in the absence of means of proving the ownership of the goods." This was said to be precisely the position in the colliery districts and it was pointed out that the recent rapid rise in values had proved to be a great temptation to petty thefts and that the ordinary law had failed as it had failed in Calcutta, to prevent such.

In recommending the extension of similar provisions of law to the colliery districts the Bengal Chamber said :—

> "It might perhaps be desirable to include not only the colliery districts but industrial districts generally within the scope of the legislation. In that case the Imperial Government might be moved to pass a general Act authorising all Local Governments to declare that the suggested provisions should apply to such industrial districts within their jurisdiction as they may think fit."

The Committee of the Upper India Chamber of Commerce consider these recommendations of the Bengal Chamber to be of the greatest value and they desire to invite the sympathetic consideration of His Honour the Lieutenant-Governor to the recommendation that some form of special legislation embodying the provisions of section 54-A of the Calcutta Police Act should be extended to industrial districts in these Provinces. I attach a copy of this section for facility of reference.

The complaints that were rife in Calcutta and Howrah and the suburbs, and which now prevail in the colliery districts are acutely present in Cawnpore and indeed must be always present in all industrial centres. The pilfering of cloth, yarn, stores, leather, grindery, thread, brass machine parts, electrical and other fittings is constant and cannot under the ordinary law be adequately checked, and these petty thefts cause in the aggregate a very heavy loss to local manufacturers.

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*The Calcutta Police Act*, 1866.

*Section* 54-*A*.—(1) Whoever has in his possession,* or conveys in any manner, or offers for sale or pawn, anything which there is reason to believe to have been stolen or fraudulently obtained, shall, if he fails to account for such possession or act to the satisfaction of the Magistrate, be liable to fine which may extend to one hundred rupees, or to imprisonment, with or without hard labour, for a term which may extend to three months.

(2) If any person charged under sub-section (1) in respect of anything declares that he received such thing from some other person, or that he was employed as a carrier, agent or servant to convey such thing for some other person,

the Magistrate, after such further inquiry (if any) as he may deem necessary, may summon such other person, and any former or pretended purchaser or other person through whose possession such thing is alleged to have passed, to appear before him, and may examine such person and any witnesses who are produced to testify to such receipt, employment or possession ;

and, if it appears to the Magistrate that any such person had possession of such thing and had reasonable cause to believe that it was stolen or fraudulently obtained, the Magistrate may punish him with fine which may extend to one hundred rupees, or with imprisonment, with or without hard labour, for a term which may extend to three months.

* Possession or dealing with things stolen or fraudulently obtained.

No. 411/96 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 18th March 1920.

The DEPUTY SECRETARY TO GOVERNMENT,

JUDICIAL DEPARTMENT,

Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 1460, dated 13th March 1920, forwarding a copy of an order of Government in your Department No. 1460, dated 13th February 1920, and in reply thereto to state that my Committee approve of the proposal of the Government of India to undertake special legislation to meet the prevalence of petty thefts in industrial districts.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

# APPENDIX K-4.

## LEAKAGE IN CONSIGNMENTS OF ARMS AND AMMUNITION.

No. 1955.

JUDICIAL DEPARTMENT,

BOMBAY CASTLE, 27th February 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Sir,—I am directed to forward herewith a copy of a letter from the Government of India, Home Department, No. 253, dated the 10th February 1920, regarding measures to prevent leakage in consignments of arms and ammunition imported into British India from abroad, and to request that Government may kindly be furnished with the opinion of your Chamber on the proposal contained in paragraph 2 of the letter.—I have, etc.,

H. D. BASKERVILLE,
Under Secretary to Government.

No. 253.

HOME DEPARTMENT (POLICE).

DELHI, the 10th February 1920.

The SECRETARY TO THE GOVERNMENT OF BOMBAY,

JUDICIAL DEPARTMENT.

Sir,—I am directed to forward for the information of His Excellency the Governor in Council, a copy of the correspondence noted on the margin relating to the adoption of measures to prevent leakage in consignments of arms and ammunition imported into British India from abroad.

1. Letter from the Government of Bengal, No. 2291-P. D., dated the 15th August 1916.

2. Letter to the India Office. No. 8646-W-1, dated the 15th September 1916.

3. Letter from the India Office, No. R. and S. 4305-16, dated the 6th December 1916, and enclosures.

4. Letter to the Government of Bengal, No. 95, dated the 30th March 1917.

5. Letter from the Government of Bengal, No. 931, P. D., dated the 23rd May 1917.

6. Letter from the Commissioner of Police, Calcutta, to the Government of Bengal, dated the 9th September 1919.

7 Letter to the Government of Bengal, No. 1205, dated the 9th October 1919.

8. Letter from the India Office No. R. and S. 5670-19, dated the 11th September 1919, and enclosures.

9. Letter to the India Office, No. 1336, dated the 29th October 1919.

10. Letter from the Government of Bengal, No. 4013-P. J., dated the 21st November 1919.

2. It has been suggested to the Government of India that in order to secure the object aimed at all arms and ammunition imported by dealers into British India from abroad should be packed in iron drums of sufficient strength to defy all ordinary attempts to open them and should be shipped in vessels having a lockfast safe. As observed in the Home Department letter to the Government of Bengal, No. 95, dated the 30th March 1917, the Government of India concur in the opinion that the best means of securing this would be an amendment of the Arms Rules and Schedules, but before they come to a final decision as to the policy to be adopted and the means by which effect should be given to it they would be glad to be furnished with the views of His Excellency the Governor in Council. I am to suggest that Chambers of Commerce or other bodies or persons who are interested should be consulted before the Local Government's views in the matter are communicated to the Government of India.—I have, etc.

A. MACLEOD,

Under Secretary to the Government of India.

* Copies of the correspondence were not forwarded to the Chamber.

No. 413/90 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 18th March 1920.

The UNDER SECRETARY TO GOVERNMENT,
JUDICIAL DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 1955, dated 27th February 1920, and enclosure, regarding certain measures which the Government of India propose to take in order to prevent leakage in consignment of arms and ammunition imported into British India from abroad.

2. In reply I am to state that my Committee are of the opinion that the proposal contained in paragraph 2 of the letter from the Government of India, which accompanied your letter under reply, is practicable from the shipowners' point of view. At the same time they wish to point out the fact that, while few steamers have a lockfast safe large enough to take large consignments of arms and ammunition, most of the liners have lockfast grilles in which valuable packages are shipped, and it is upon the understanding that these latter would afford sufficient protection that my Committee have based the foregoing opinion.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

# APPENDIX L-1.

## EUROPEAN SMALL-POX PATIENTS.

No. 627/128 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 29th April 1920.

The SURGEON SUPERINTENDENT,
ST. GEORGE'S HOSPITAL,
Bombay.

Dear Sir,—The Committee of this Chamber will be very much obliged if you will be good enough to furnish them with information on the following points:—

(a) Whether European Small-pox patients can be admitted into St. George's Hospital, or

(*b*) Whether these patients are sent to the Arthur Road Hospital for treatment.

(*c*) What is the numerical strength of the Nursing Staff at the Arthur Road Hospital and are European Nurses employed in that institution ?—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

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No. 178-M of 1920.

ST. GEORGE'S HOSPITAL,
BOMBAY, 1st May 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—Reference your letter No.627-128, dated 29th April 1920.

As per Government Order, General Department, No. 4957, dated 18th July 1918, in concert with Municipal Commissioner for the City of Bombay, No. 4107, dated 14th June 1918, the admission and treatment of European Small-pox cases is as follows :—

"Temporary arrangements have been made to receive European cases of Small-pox in the Arthur Road Hospital, provided that there is no epidemic of cholera among Europeans and provided that cases of sleeping sickness or typhus or yellow fever do not occur in the City. In any of these contingencies, it would be necessary that European cases of Small-pox should again be treated at the St. George's Hospital, and I request that in issuing orders on these papers Government will be so good as to make it clear that accommodation for European cases of Small-pox should at once be made available at St. George's Hospital on the Executive Health Officer's intimating to the Surgeon Superintendent that the accommodation temporarily reserved at the Arthur Road Hospital for such cases is required for cases of cholera, or sleeping sickness or typhus or yellow fever." This answers the first two questions raised.

Regarding question 3, kindly refer to the Executive Health Officer, Bombay Municipality.—I have, etc.,

H. S. BURNETT, M.B., C.M.,
LIEUT.-COLONEL, I.M.S.,
Surgeon Superintendent.

No. 678/128 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 5th May 1920.

The EXECUTIVE HEALTH OFFICER,
BOMBAY MUNICIPALITY.

Dear Sir.—The Committee of this Chamber will be very much obliged if you will be good enough to advise them upon the following points :—

(1) What is the numerical strength of the Nursing Staff at the Arthur Road Hospital ?

(2) What is the name and nationality of the Medical Officer in charge of European patients at the above Hospital who are suffering from Small-pox and whether European Nurses are employed in the Institution ?

(3) Why patients suffering from Small-pox are no longer treated at the St. George's Hospital ?

(4) Whether the transference, of such patients under Government Order, General Department, No. 4957, dated the 18th July 1918, in concert with Municipal Commissioner for the City of Bombay No. 4107, dated the 14th January 1918, is intended as a temporary or permanent measure and in the former case, what is the nature of the permanent arrangement proposed ?

I am to add that my Committee would be glad of the favour of a reply at your earliest convenience.—Yours faithfully,

C. B. SAYER,
Assistant Secretary.

No. H-34-C of 1920-21.

BOMBAY MUNICIPALITY,

8th June 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Sir,—I have the honour to enclose herewith my report to the Munipal Commissioner which I hope contains all the information required by your Committee as asked for in their letter No. 678/128 of 5th May 1920.

I regret the delay that has occurred. My report to the Commissioner was made on 31st May with the intention that it should be forwarded to you forthwith.—I have, etc.,

J. E. SANDILANDS,

Executive Health Officer.

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No. H-37-C OF 1920.

Dated 1st June 1920.

Subject:—*European Small-pox Hospital—Chamber of Commerce.*

I have interviewed the Secretary of the Chamber of Commerce and supplied him with the following information in answer to the questions of the Committee:—

I. A new Isolation Hospital for Europeans only is being built by the Corporation, next to the Arthur Road Isolation Hospital.

The roof should be on before the monsoon and the Hospital should be opened early next year.

II. The services of an European Nurse for the European patients will be secured.

III. A new Medical Superintendent is being appointed to take charge of all three Isolation Hospitals including the new Hospital for European patients. The best qualified of the candidates will be appointed whether he be Indian or European.

It is not likely that a European Assistant Medical Officer will be engaged as the European Hospital will probably stand empty during the greater part of the year, but patients could, if they so desire, be visited by their own private medical attendants.

IV. The permanent staff of the present Hospital includes three fully trained Nurses of whom one is European. The number of Nurses is increased as occasion may require and rose to 18 in the Influenza epidemic. The European Nurse has been provisionally lent to the Anti-Tuberculosis League to take charge of the Parel Sanatorium.

V. The name of the present Medical Superintendent, Khan Bahadur Dr. Choksy, is well known in England and India through the value of his research work in Plague and Leprosy during the last 26 years and through his unrivalled experience in the treatment of Small-pox.

VI. The arrangements whereby Small-pox patients are no longer treated at St. George's Hospital were made on the urgent request of the Surgeon General for the Bombay Presidency.

VII. It may further be noted that if European adults followed the advice published monthly in the Bulletin of Health for the City and were re-vaccinated every five years, no Hospital for European Small-pox cases would be required.

J. E. SANDILANDS,
Executive Health Officer.

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No. 1033-128 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 10th June 1920.

The UNDER SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

Sir,—I am directed to address you in regard to a matter which, in consequence of representations made to them recently, is receiving the careful consideration of my Committee, namely, the nature of the provision made for the admission into Hospital and treatment of members of the European Community suffering from Small-pox.

2. In this connection I am to state that my Committee understand from a letter which they have received from the Surgeon Superintendent of St. George's Hospital that the present procedure is regulated by a Government Order in your Department, dated the 18th July 1918, wherein it is stated that European cases of Small-pox, subject to certain eventualities, will no longer be received into St. George's Hospital, but that temporary arrangements have been made for their admission into the Arthur Road Hospital.

3. My Committee would be glad if they might be informed as to the nature of the temporary arrangements made at the Arthur Road Hospital and as to the reason why European Small-pox patients are refused admission to the St. George's Hospital before permanent arrangements are made for their accommodation at the Arthur Road Hospital or elsewhere.

4. Further, my Committee would be glad to learn—

(*a*) Whether there is an experienced European Medical Officer in attendance at the Arthur Road Hospital to take charge of any European Small-pox cases sent there;

(*b*) Whether there is one or more European Nurses at the Arthur Road Hospital whose services are available for European Small-pox patients when required;

(c) Whether English food and cooking is available.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 8225.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 3rd August 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Subject.—*Enquiry made by the Bombay Chamber of Commerce regarding the nature of the provision made for the admission into Hospital and treatment of members of the European Community suffering from Small-pox.*

Sir,—In reply to your letter No. 1033-128, dated the 10th June 1920, on the subject noted above I am to state as follows.

2. Government have undertaken to bear the entire cost of the construction of a separate infectious diseases ward in the Arthur Road Hospital for Europeans and Anglo-Indians in the City of Bombay, the Municipal Corporation making the site available and bearing the cost of the maintenance of the Institution. A sum of Rs. 2,70,460 has been paid to the Municipality for the purpose, on the understanding that that body will refund the balance if the actual cost of construction falls short of this amount. Meanwhile temporary arrangements have been made to receive European cases of small-pox in the Arthur Road Hospital, provided that there is no epidemic of cholera among Europeans, and provided that cases of sleeping sickness or typhus or yellow fever do not occur in the City. In any of these contingencies European cases of Small-pox are again to be treated at the St. George's Hospital.

3. The reasons why European Small-pox patients are not admitted into St. George's Hospital so long as temporary or permanent arrangements can be made elsewhere are—

(1) It is most objectionable that any cases of Small-pox should be treated in the immediate vicinity of a large General Hospital. The practice originated as a temporary measure to provide for the treatment of such occasional cases as might occur and was intended to continue only until new Small-pox wards were built elsewhere.

(2) In Great Britain the Local Government Board requires that no Isolation Hospital for cases of Small-pox should be erected (1) on a site where it would have within a quarter of a mile of it, as a centre either a Hospital, whether for infectious disease or not, or a Work-house or any similar establishment or a population of 150 to 200 persons, or (2) on a site where it would have within half a mile of it, as a centre, a population of 500 to 600 persons, whether in Institutions or dwelling houses. The Small-pox Wards at St. George's Hospital are within 125 yards of the General Wards and only 24 yards from Frere Road a large public thorough fare. This is an unsafe arrangement even with a few cases, and the danger becomes increased when a large number of these cases are brought together, concentrating the virus and thereby increasing the probability of the spread of infection.

4. With regard to the questions in paragraph 4 of your letter I am to observe as follows :—

(*a*) There is no European Medical Officer at the Arthur Road Hospital to take charge of European Small-pox patients. The Parsi Medical Officer who is in charge is fully competent both by experience and training to look after European patients.

(*b*) There are at present no European Nurses at the Arthur Road Hospital.

(*c*) English food and cooking is provided. Any well-to-do patient can have his food sent in from outside.

5. In conclusion I am to add that the number of Europeans who are treated at the Arthur Road Hospital is so very small that in the opinion of the Governor in Council it would not be reasonable to require the Corporation to provide a European Medical Officer for this purpose.—I have, etc.,

J. C. KER,

Secretary to Government.

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No. 1530/128 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 16th August 1920.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

Sir—I am directed to acknowledge receipt of your letter, No. 8225, dated the 3rd August 1920, regarding the nature of the provision made for the admission into hospital, and the subsequent treatment, of members of the European community, suffering from Small-pox.

2. In reply I am to state that, while my Committee recognise the force of the objection advanced by Government against the accommodation of European Small-pox patients in St. George's Hospital, they are of the opinion that the absence of European Nurses from the Arthur Road Hospital is to be deplored and they consider that an arrangement should be arrived at whereby European nurses can be provided from the St. George's or other large Hospitals whenever necessary.

3. My Committee further consider that English food and cooking, unless prepared under the supervision of an European Nurse, might easily prejudice the recovery of an European or Anglo-Indian patient. At the same time they cannot regard any arrangement whereby such food can be sent in from outside as in any way satisfactory except in cases where the patient has reached the convalescent stage.

4. In view of the foregoing, my Committee venture to submit for the consideration of Government that, if, as they can well believe, the expense of maintaining an idle staff at the new Hospital cannot be justified the only satisfactory alternative would be to link the new infectious diseases ward in the Arthur Road Hospital to the St. George's Hospital for all administrative and staff purposes.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 11636.

GENERAL DEPARTMENT,
SECRETARIAT, FORT, BOMBAY,
Dated the 22nd November 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Sir,—I am directed to refer to the correspondence ending with your letter No. 1530-128, dated the 16th August 1920, regarding the nature of the provision made for the admission into Hospital, and the subsequent treatment, of members of the European community suffering from Small-pox.

2. In reply I am to state that the new European Infectious Hospital will be ready for patients in about six months' time and that the Municipal Commissioner proposes, subject to the approval of the Corporation, to make the following arrangements at the Hospital :—

1. A fully trained European Nurse will be placed in charge of the nursing of patients in the European Wards of the Arthur Road Isolation Hospital.
2. Additional European nurses will be engaged at the expense of the Municipality in a temporary capacity when the services of additional nurses are necessary.

3. Wealthy patients will be permitted, if they so desire, to engage Special Nurses at their own expense.

4. The Medical Superintendent of the Hospital will be responsible for the administration of the European Wards and is always likely to be an Indian.

5. He will himself treat or be directly responsible for the treatment of European patients except in the circumstances mentioned in the following paragraphs.

6. On the lines of an arrangement which already exists at St. George's Hospital it is proposed to nominate a staff of Consulting Physicians for the treatment of patients in the Arthur Road Hospital, who desire to engage their own medical attendants. In this Consulting Staff European Physicians will be included.

7. Provision will be made for the cooking and service of food in the European style.

3. Government do not consider that your proposal to place the administration of the European Infectious Wards under the charge of the St. George's Hospital Staff is feasible, as it is most undesirable that a Medical Officer of a large Hospital should visit infectious cases regularly.—I have, etc.,

S. N. ZIMAN,
Deputy Secretary to the Government of Bombay,
General Department.

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EUROPEAN ASSOCIATION,
BOMBAY BRANCH.
BOMBAY, 16th December 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—For your information I beg to send you herewith a copy of a letter addressed to the Government of Bombay on the subject of the new Infectious Diseases Hospital at Arthur Road.—Yours faithfully,

HARRY T. GORRIE,
Chairman.

EUROPEAN ASSOCIATION,
BOMBAY, 16th December 1920.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

Sir,—I am directed by my Committee to forward to you a copy of a Sub-Committee's Report upon the arrangements present and prospective for the accommodation of Europeans suffering from infectious diseases at Arthur Road.

I am to request that the suggestions made may be favourably considered by Government and a reply accorded on the points raised, I have, etc.,

HARRY T. GORRIE,
Chairman.

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The PRESIDENT AND MEMBERS OF COMMITTEE
OF THE EUROPEAN ASSOCIATION.

Gentlemen,—Your Sub-Committee, consisting of Messrs. Flynn, Lilley and East, visited the Arthur Road Infectious Diseases Hospital on Saturday, the 20th inst. for the purpose of reporting on the suitability of the present temporary arrangements and the proposed permanent arrangements for the accommodation of European patients.

Your Sub-Committee was met by the Commissioner, Mr. Clayton, the Physician in Charge, Dr. Chowksi, Drs. Street and Sandilands, and were courteously shown round by Dr. Chowksi.

The Ward at present allotted to Europeans was, it is understood, provided somewhat hastily to relieve the accommodation previously used for infectious diseases at St. George's Hospital, and it may be said at once that (looked upon purely as a temporary expedient) your Sub-Committee was agreeably surprised at the accommodation provided and its surroundings. While the structure is not the best adapted for infectious diseases, the place was clean and airy, the beds comfortable, the sanitary arrangements fair and the surroundings pleasant. The absence of suitable provision for cooking on the premises and of Nursing Staff was of course noted, and Dr. Chowksi's

explanation that food could be arranged for from outside and Nursing assistance from one of the other Hospitals hardly meets the necessity for good and carefully prepared food and prompt assistance.

These defects will, it is understood, be remedied when the new European Wards are ready. Medical Staff Officers and Quarters for 6 Nurses and a Matron are practically ready for occupation and appear to be eminently suitable. Two Blocks out of four Blocks of Wards are promised by the 1st April 1921 and though yet very far from that stage, the design appears to be all that can be desired. A feature is the open nature of the site which permits a free through current of air from the sea, and it is hoped that if buildings are erected on the West side of Arthur Road, they will be of such a nature as not seriously to detract from this very great and indeed essential advantage.

A warm tribute is due to Dr. Chowksi for the excellence of the arrangements made as a temporary measure. To those of your Sub-Committee who are acquainted with Dr. Chowksi's work and ability, it was a matter for regret to learn that he was about to be retired on account of age. His evident ability for organization of the new Hospital makes your Sub-Committee feel that it would be a distinct advantage if Government would permit him, and Dr. Chowksi would agree, to remain in charge for a year or two to put the new establishment into shape. It would at the same time be a fitting finale to a very useful life of service for the City.

As regards the new staff, your Sub-Committee ventures to make two suggestions :—

One is that the Resident Physician hold the degree of M. B.; B. Sc.

The second is that one at least of the Nursing Staff should hold a full diploma for midwifery, in view of the very considerable number of infectious cases among female patients which require trained assistance of the nature indicated.

Your Sub-Committee will be interested to learn of the progress of the Hospital, which will, if competently managed, undoubtedly fill satisfactorily as far as can at present be seen a want that is daily becoming more insistent.

(Sd.) J. D. FLYNN.
(Sd.) H. H. LILLEY.
(Sd.) F. A. H. EAST.

20th November 1920.

No. 31/128 of 1921.

CHAMBER OF COMMERCE,
BOMBAY, 6th January 1921.

The CHAIRMAN, EUROPEAN ASSOCIATION (BOMBAY BRANCH),
Bombay.

Dear Sir,—I am directed to acknowledge with thanks, receipt of your letter of the 16th ultimo and its accompaniments, and to state that my Committee note with interest the action taken by the Committee of your Association in regard to the provision of suitable accommodation for Europeans at the new Arthur Road Hospital.—Yours faithfully,

C. B. SAYER,
Secretary.

## APPENDIX L-2.

## TREATMENT OF MEMBERS OF NON-OFFICIAL COMMUNITY IN STATE HOSPITALS IN BOMBAY AND MADRAS.

CHAMBER OF COMMERCE,
MADRAS, 21st April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I am directed to enclose a copy of Government of Madras G. O. No. 48, dated the 2nd February 1920, in regard to the discontinuance of the treatment of well-to-do non-officials in State Hospitals in Madras City and to request that you will kindly inform me whether any similar order has been promulgated in Bombay.

Should your reply be in the affirmative, I am to ask that you will please furnish this Chamber with a copy of the Local Government's order on the subject. Your Chamber's views upon such an order will be appreciated.—I remain, etc.,

O. KERSHAW,
Secretary.

G. O. No. 48.

GOVERNMENT OF MADRAS,
LOCAL AND MUNICIPAL DEPARTMENT
(MEDICAL),
2nd February 1920.

*Treatment in State Hospitals in Madras City of well-to-do non-officials stopped with effect from 1st April 1921.*

Order No. 48, Medical, dated 2nd February 1920.

Prior to April 1916, medical advice and treatment were provided free or at a nominal charge to persons of all stations of life at public Hospitals in this Presidency. But it has long been the accepted principle that in Hospitals supported, wholly or partly, by the State only the poorest classes have a claim for free treatment. The demand for relief at public Medicial Institutions having grown rapidly, the Government in 1916, after a full consideration of the matter prescribed a scale of charges to be levied from all, but the very poor, in State Medical Institutions in Madras City. The rules issued for the levy of these fees have so far worked satisfactorily and they have now been extended to the Headquarter Hospitals in the mofussil also.

Representations have now been made that the present system of providing special accommodation in State Medical Institutions for the treatment of well-to-do persons other than Government servants at favourable rates of fees is inimical to the opening of private Nursing Homes and it has prejudicially affected the practice of Medical Practitioners, official and non-official. The Surgeon General recommends that a further step be taken by declaring that, from and after the 1st January 1921, no patient who can afford to pay fees will be admitted for treatment in the State Hospitals in the Madras City unless he is a Government servant. In order to encourage the establishment of more and better organised private Nursing Homes and to provide a larger scope for practice for the increasing number of Medical Practitioners in the City, His Excellency the Governor in Council resolved to accept the recommendations subject to the following conditions.:—

(1) The right to refuse admission to well-to-do patients other than Government servants is to be restricted to Medical Institutions in the Madras City and is to come into effect only from 1st April 1921.

(2) The existing system under which such patients are admitted in the special paying wards in the mofusil headquarter Hospitals is to continue.

(3) Cases of accidents and those requiring immediate relief are to be admitted in all Institutions in the Madras City without any distinction.

(4) An appeal to lie to the Surgeon-General from any patient who, claiming poverty, has been refused admission in any Hospital.

The Surgeon-General is requested to submit detailed proposals for carrying out the above orders and a draft of the revised rules embodying the changes to be made on this account.

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No. 903/128 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 14th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Madras.

Dear Sir,—I am directed to acknowledge receipt of your letter dated the 21st April 1920, and its accompaniment, in regard to the discontinuance of the treatment of well-to-do non-officials in State Hospitals in Madras City and to express regret that it has not been possible to reply at an earlier date as my Committee's enquiries in this direction have only recently been completed.

2. In reply I am to state that, owing to the somewhat different nature of the hospital arrangements in this City, an order of the nature to which you refer has not been promulgated here nor would there appear to be any necessity for the same at the present time.

3. In this connection, I am to explain that a portion of the principal State Hospital in this City, namely St. George's Hospital, is already administered separately as the St. George's Nursing Home for the class of patients in question.

4. I am to add that no instances have been brought to the notice of the Advisory Committee of patients who could well afford the Nursing Home charges demanding to be treated in the Rs. 4-0-0 or any

other Ward and my Committee are of the opinion that the success of the present arrangements in this connection has been sufficient to justify the adoption of a similar system elsewhere.—I am, etc.,

C. B. SAYER,
Assistant Secretary.

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No. 1375/128 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 22nd July 1920.

The SURGEON SUPERINTENDENT,

ST. GEORGE'S HOSPITAL,

Bombay.

Dear Sir,—I shall be grateful if you will be so good as to advise me for the information of the Chairman and Member of my Committee only, upon the following points :—

(*a*) What are the present conditions precedent to the admission of cases into—

(1) The Nursing Home,

(2) The private rooms in the Hospital,

(3) The various Wards with the graded charges.

(*b*) Whether, owing to the success of the Nursing Home since its institution, it has been necessary at any time to refuse admission to any case on account of lack of accommodation.

(*c*) Whether during the past twelve months, there has been any period over which all the available beds in the Nursing Home have not been occupied.

2. In connection with the last two points, I understand that at a recent meeting of the Advisory Committee a Scheme for the extension of the Nursing Home, in order to meet the public demand, was proposed and as my Committee are not at the moment represented upon the Committee in question, they will be very grateful if you can inform them as to the progress of the Scheme and, in particular, whether it

has been found, upon further enquiry, that the accommodation provided by the Home is insufficient to meet the present requirements of the City.—I am, etc.,

C. B. SAYER,
Acting Secretary.

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No. 375-M of 1920.

ST. GEORGE'S HOSPITAL,
BOMBAY, 24th July 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—Replying to your letter, dated 22nd Instant.

(*a*)

(1) European and Anglo-Indian patients only, other than infectious cases.

(2) Ditto including Jews and better class Japanese.

(3) Ditto Ditto. Certain classes of disease, *e.g.*, bowel complaints, venereal, are treated in Wards set apart for such complaints irrespective of the charge made, which is in accordance with what the patient would be paying in other Wards of the Hospital to which he would ordinarily elect to go.

(*b*) Yes; very occasionally when there were two rooms only, never since there have been three rooms.

(*c*) Yes, rarely; on one occasion for six weeks.

2. A third room was opened in March 1920. In my experience the accommodation provided by the Home is ample to meet requirements and is likely to remain ample so long as well-to-do people are able as at present to obtain in the wards of the Hospital nursing, food, medicines and surgical operations at an inclusive charge of Rs. 4-0-0 per diem, or, if a special ward is occupied, at Rs. 10-0-0 per diem,—Yours faithfully,

S. H. BURNETT, M. B., C. M.,
Lieut-Colonel, I.M.S.,
Surgeon Superintendent, St. George's Hospital.

# APPENDIX M-1.

## TEA CESS.

No. A-35.

GOVERNMENT OF INDIA,
BOARD OF INDUSTRIES & MUNITIONS.
DATED SIMLA, the 29th September 1920.

RESOLUTION.

In January last the Indian Tea Cess Committee represented to the Government of India that it was desirable to expand the propaganda work in connection with the consumption of tea in India as well as in countries outside India and enquired whether there would be any objection from the point of view of Government to the rate of the cess levied under Section 3 of the Indian Tea Cess Act (IX of 1903) being increased from ½ pie per pound to a maximum of one pie per pound. In reply the Government of India informed the Committee that they had no objection to the proposed increase of the cess provided there was practical unanimity in its favour among the tea planters and those engaged in the tea trade, and they asked the Committee to furnish them with the expressed approval of the various interests concerned in the proposal. The Committee have now intimated that the tea producing industry is unanimously in favour of the higher rate of cess.

2. The Government of India before recommending this proposal to His Majesty's Secretary of State consider it desirable to publish the proposal for criticism in the first instance. This Resolution will accordingly be published in the Gazette of India and any criticism, offered should be communicated to the Government of India before the 1st November 1920.

Ordered that a copy of this Resolution be forwarded to all Local Governments and Administrations (except Burma), to the various Chambers of Commerce in India and to the Indian Tea Cess Committee.

Ordered also that the Resolution be published in the supplement to the Gazette of India for general information.

F. R. R. RUDMAN,
Secretary, Board of Industries & Munitions.

TELEGRAM No. 1832/208, dated the 8th October 1920.

From—The Chamber of Commerce, Bombay.

To—The Bengal Chamber of Commerce, Calcutta.

Reference Government Resolution, dated twenty-ninth September, regarding proposed higher rate of tea cess, Committee would be glad to have the views of your Chamber upon proposal. Am also to enquire whether your Chamber would like to have support of this Chamber in favour increase proposed.

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TELEGRAM No. 2851, dated 14th October 1920.

From—Bengal Chamber of Commerce, Calcutta.

To—Chamber of Commerce, Bombay.

Your message 8th, tea cess, this Chamber favours proposed increase and would like support of your Chamber.

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No. 1883/208 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 18th October 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,

BOARD OF INDUSTRIES AND MUNITIONS,

Simla.

Sir,—I am directed to refer to the Resolution in your Department, No. A-35, dated the 29th September 1920, and in connection therewith to state that my Committee approve the suggestion contained therein namely, that the rate of the cess levied under Section 3 of the Indian Tea Cess Act (IX of 1903) should be increased from ½ pie per pound to a maximum of one pie per pound.—I have, etc.,

C. B. SAYER,

Acting Secretary

# APPENDIX M-2.

## CONVERSION OF STERLING INVOICE PRICES INTO RUPEES FOR CUSTOMS PURPOSES.

R. S. R. No. 667 of 1920.

NEW CUSTOM HOUSE,
BOMBAY, 19th February 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—Under instructions from Government, I have the honour to state for the information of your Chamber that for the purpose of conversion of sterling invoices prices into rupees this Department will follow the rate of conversion which the Post Office are adopting from time to time for issue of sterling money orders and British Postal Orders.

2. The rate adopted from the 17th February 1920 is 2*s.* 11*d.* per rupee.—I have, etc.,

G. S. HARDY,
Acting Collector of Customs.

R. S. R. No. 667 of 1920.

NEW CUSTOM HOUSE,
BOMBAY, 2nd March 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—In continuation of my letter R.S.R. No. 667, dated the 19th February 1920, I have the honour to state for the information of your Chamber that under orders now received from Government this Department will follow, for the purpose of conversion of sterling invoice prices into rupees, the selling rates for demand drafts published daily by the Exchange Banks. To avoid confusion, it has been decided to follow each day the rate quoted on the previous day.—I have, etc.,

G. S. HARDY,
Acting Collector of Customs.

R.S.R. No. 667 of 1920.

NEW CUSTOM HOUSE,
BOMBAY, 14th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—With reference to the correspondence ending with my letter R.S.R. No. 667, dated the 2nd March 1920, I have the honour to state that a suggestion has been made that in adopting the selling rates for demand drafts for the purpose of converting sterling invoice prices into rupees, this Department should work on the nearest whole penny, *e.g.*, when the selling rates are between 2*s.* 3½*d.* and 2*s.* 4 $\frac{7}{16}$*d.* the conversion should be on the basis of 2*s.* 4*d.* and that the proposed procedure should apply to all merchandise without any limit as to value. I have, therefore, under instructions from the Government of India, to request you to let me know whether your Chamber approves of the suggestion.

2. An early reply is requested.—I have, etc.,

G. S. HARDY,
Acting Collector of Customs.

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No. 1012/80 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 7th June 1920.

The ACTING COLLECTOR OF CUSTOMS,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. R.S.R. 667, dated the 14th May 1920, and in reply to state that in regard to the suggestion regarding the rate of conversion of sterling invoice prices into rupees, my Committee are of the opinion that the simplest plan to adopt would be to use the official rate for the retirement of sterling bills as issued daily by the Associated Exchange Banks.

2. In this case, the rate fixed for any one day would be the closing rate from the previous one. In this connection I am to add that my Committee understand that the rate is seldom altered during any one day and, therefore, they do not see any reason why it should be necessary to adopt the suggestion outlined in your letter, namely, that your Department should work to the nearest penny.—I have, etc.

C. B. SAYER.
Acting Secretary.

# APPENDIX M-3.

## TARIFF VALUATIONS OF SUGAR.

No. 408-D.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
DELHI, the 21st January 1920.

The SECRETARY, BURMA—MADRAS CHAMBER OF COMMERCE.

Sir,—With reference to the correspondence ending with my letter No. $\frac{5122}{6181}$, dated the $\frac{10\text{th July}}{9\text{th August}}$ 1919, I am directed to forward, for the information of your Chamber, an extract (paragraphs 1—3) from a letter received from the Director-General of Commercial Intelligence, No. 183, dated the 8th January 1920, on the subject of the system for the valuation of sugar for import duty, and to say that the Government of India have agreed to the suggestion of the Director-General that, for the purpose of fixing the tariff valuation of sugar imported into India, Java 23 Dutch Standard and above should be accepted as the standard grade by reference to which the other grades will receive their values by means of fixed margins.—I have, etc.,

E. C. ANSORGE,
Under Secretary to the Government of India.

No. 409-D.

A copy, with a copy of the enclosure, is forwarded to all other Chambers of Commerce for information in continuation of the endorsement from this Department No. 3268, dated the 20th May 1919.

A copy is also forwarded to the Director-General of Commercial Intelligence, for information, with reference to his letter No. 183, dated the 8th January 1920.—By order, etc.,

H. BANERJI,
*for* Under Secretary to the Government of India.

No. 183.

COMMERCIAL INTELLIGENCE DEPARTMENT, INDIA,
CALCUTTA, the 8th January 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Delhi.

Sir,—I have the honour to invite a reference to the correspondence ending with your endorsement, No. 3268, dated 20th May last, on the subject of the system for the valuation of sugar for import duty. As directed in that letter, I have discussed the system, in detail, with Chambers of Commerce principally interested. It was generally recognised that the valuation of all grades on the basis of 12 months' average prices had proved inequitable in practice, particularly as a result of conditions arising from the war. Although the results were fair enough in the case of the few principal grades, of which large quantities are imported throughout the year, the tendency was to accentuate differences of value between these grades and grades which are only imported at long intervals when prices are not necessarily normal.

2. As a result of these discussions, I have already suggested in connection with Tariff re-valuations for 1920 that Java 23 Dutch Standard and above should be accepted as the standard grade by reference to which the other grades will receive their values by means of fixed margins. I understand that this proposal is acceptable to the Government of India, who have notified valuations for 1920 on this basis. I am writing, therefore, to Collectors of Customs drawing their attention to the new procedure; and explaining that, although this Department still requires average values of all grades as a means of checking the fixed margins, the *Indian Trade Journal* will, in future, publish the monthly values of Java 23 Dutch Standard only with particulars of the margins fixed, namely :—

| | |
|---|---|
| Beet Crystals .. .. .. .. | To be valued at the same rate as Java 23 D. S. and above. |
| Sugar, crystallised and soft, from Mauritius .. .. .. .. .. | Rs. 1-8-0 lower. |
| Java D. S. 16-22 .. .. .. .. | „ 2-0-0 „ |
| Java D. S. 15 and under .. .. .. | „ 2-8-0 „ |

| | | |
|---|---|---|
| Japanese and Formosan Crystals | .. | Rs. 2-0-0 higher. |
| China Crystals .. .. .. .. | „ | 2-0-0 „ |
| Egyptian „ .. .. .. .. | „ | 1-0-0 „ |

3. The Government of India will doubtless wish to convey their orders on this subject to local Governments and Chambers of Commerce, in continuation of their letter No. 5841-87, dated 19th August 1911.—I have, etc.,

H. A. F. LINDSAY,
Director-General.

# APPENDIX M-4.

## TARIFF VALUATIONS.

No. 8973.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE.

NOTIFICATION.

CUSTOMS DUTIES.

DELHI, the 20th December 1920.

In exercise of the powers conferred by Section 3 of the Indian Tariff Act, 1894 (VIII of 1894), as subsequently amended, and in supersession of the Notification of the Government of India in the Department of Commerce and Industry, No. 859-D., dated the 28th December 1919, the Governor-General in Council is pleased to fix, with effect from the 1st January 1921, for the articles specified in column 2 of the Schedule hereto annexed the tariff value stated in column 4 of the said Schedule.

C. A. INNES,
Secretary to the Government of India.

## SCHEDULE H.—IMPORT TARIFF.

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **I.—Food, Drink and Tobacco.** | | Rs. a. | |
| | FISH. | | | |
| 1 | FISH, SALTED, wet or dry. | Indian md. of 82⅔ lbs. avoirdupois weight. | ..... | Such rate or rates of duty not exceeding twelve annas as the Governor-General in Council may by notification in the *Gazette of India*, from time to time prescribe. |
| 2 | FISHMAWS, including singally and sozille and sharkfins. | ..... | *Ad valorem* | 7½ per cent. |
| 3 | FISH, excluding salted fish (see No. 1). | ..... | „ | 7½ „ „ |
| | FRUITS AND VEGETABLES. | | | |
| 4 | FRUITS AND VEGETABLES, all sorts, fresh, dried, salted or preserved— | | | |
| | Almonds without shell . | cwt. | 85 0 | 7½ per cent. |
| | „ in the shell ... | „ | 26 0 | 7½ „ |
| | „ (kagazi)— | | | |
| | Persian ... | „ | 125 0 | 7½ „ |
| | „ European, including half-hard round almonds | „ | 45 0 | 7½ „ |
| | Cashew or cajoo kernels. | „ | 28 0 | 7½ „ |
| | Cocoanuts, Straits and Dutch East Indies. | thousand. | 100 0 | 7½ „ |
| | „ Maldives .. | „ | 40 0 | 7½ „ |
| | „ other .. | „ | 62 0 | 7½ „ |
| | „ kernel (khopra). | cwt. | 27 0 | 7½ „ |
| | Currants ... ... | „ | 45 0 | 7½ „ |
| | Dates, dry, in bags .... | „ | 15 0 | 7½ „ |
| | „ wet in baskets and bundles. | „ | 9 0 | 7½ „ |
| | „ wet, in pots, boxes, tins, and crates. | „ | 14 0 | 7½ „ |
| | Figs, Persian, dried ... | „ | 18 0 | 7½ „ |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | | | Rs. a. | |
| | **1.—Food, Drink and Tobacco—*contd.*** | | | |
| | FRUITS AND VEGETABLES—*contd.* | | | |
| | Garlic ... ... ... | cwt. | 12 0 | 7½ per cent. |
| | Pistachio nuts ... ... | ,, | 100 0 | 7½ ,, |
| | Raisins, Munakka Persian Gulf. | ,, | 16 0 | 7½ ,, |
| | ,, other sorts ... | ..... | *Ad valorem* | 7½ ,, |
| | All other sorts of fruits and vegetables, fresh, dried, salted or preserved. | ..... | ,, | 7½ ,, |
| | GRAIN, PULSE AND FLOUR. | | | |
| 5 | GRAIN AND PULSE, all sorts, including broken grain and pulse, but excluding flour (see No. 6). | ..... | *Ad valorem* | 2½ per cent. |
| 6 | FLOUR ... ... ... | ..... | ,, | 7½ ,, |
| | LIQUORS. | | | Rs. a. p. |
| 7 | ALE, Beer and Porter ... | Imperial gallon or 6 quart bottles. | ..... | 0 4 6 |
| 8 | CIDER and other fermented liquors. | ,, | ..... | 0 4 6 |
| 9 | LIQUEURS, Cordials, Mixtures and other preparations containing spirit— | | | |
| | (*a*) Entered in such a manner as to indicate that the strength is not to be tested. | ,, | ..... | 14 10 0 |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **I.—Food, Drink and Tobacco**—*contd.* | | Rs. a. | Rs. a. p. |
| | LIQUORS—*contd.* | | | |
| | (*b*) If tested ... ... | Imperial gallon or 6 quart bottles of the strength of London proof. | ..... | 11 4 0 and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof. |
| | | | | Rs. a. p. |
| 10 | PERFUMED SPIRITS ... | Imperial gallon or 6 quart bottles. | ..... | 18 12 0 |
| 11 | SPIRIT, which has been rendered effectually and permanently unfit for human consumption. | ..... | *Ad valorem* | 7½ per cent. |
| | | | | Rs. a. p. |
| 12 | All other sorts of SPIRIT. | Imperial gallon or 6 quart bottles of the strength of London proof. | ..... | 11 4 0 and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof. |
| | | | | Rs. a p. |
| 13 | WINES— | | | |
| | Champagne and all other sparkling wines not containing more than 42 per cent. of proof spirit. | Imperial gallon or 6 quart bottles. | ..... | 4 6 0 |
| | All other sorts of wines not containing more than 42 per cent. of proof spirit. | ,, | ..... | 1 12 0 |
| | Provided that all sparkling and still wines containing more than 42 per cent. of proof spirit shall be liable to duty at the rate applicable to "All other sorts of Spirit." | | | |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **I.—Food, Drink and Tobacco—*contd.*** | | Rs. a. | |
| | PROVISIONS AND OILMAN'S STORES. | | | |
| 14 | VINEGAR, in casks ... | ..... | *Ad valorem.* | 2½ per cent. |
| 15 | PROVISIONS, OILMAN'S STORES, AND GROCERIES, all sorts, excluding Vinegar, in casks (see No. 14)— | | | |
| | Butter ... ... ... | lb. | 2 0 | 7½ ,, |
| | Cassava, Tapioca or ,, ,, Sago (whole) (flour). | cwt. ,, | 15 0 11 0 | 7½ ,, 7½ ,, |
| | China preserves in syrup. | box of six large or twelve small jars. | 10 0 | 7½ ,, |
| | China preserves, dry, candied. | lb. | 0 8 | 7½ ,, |
| | Cocum ... ... | cwt. | 10 0 | 7½ ,, |
| | Ghi ... ... ... | ,, | 75 0 | 7½ ,, |
| | Vinegar not in casks... | ..... | *Ad valorem* | 7½ ,, |
| | All other sorts of provisions, oilman's stores and groceries. | ..... | ,, | 7½ ,, |
| | SPICES. | | | |
| 16 | SPICES, all sorts— | | | |
| | Betelnuts, raw, whole, split or sliced, also red whole from Goa. | cwt. | 11 0 | 7½ per cent. |
| | Betelnuts, raw, whole, split or sliced, also red whole from Straits. | ,, | 11 0 | 7½ ,, |
| | Betelnuts, boiled, split or sliced. | ,, | 12 8 | 7½ ,, |
| | Betelnuts, whole, from Ceylon. | ,, | 14 0 | 7½ ,, |
| | ,, raw, split (sun-dried) from Ceylon | ,, | 28 0 | 7½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **I.—Food, Drink and Tobacco**—*contd.* | | Rs. a. | |
| | SPICES—*contd.* | | | |
| | Betelnuts, all other sorts. | ..... | *Ad valorem.* | 7½ per cent. |
| | Chillies, dry ... ... | cwt. | 25 0 | 7½ ,, |
| | Cloves ... ... | ,, | 62 0 | 7½ ,, |
| | ,, exhausted ... | ,, | 20 0 | 7½ ,, |
| | ,, stems and heads. | ,, | 9 0 | 7½ ,, |
| | ,, in seeds, narlavang. | ,, | 20 0 | 7½ ,, |
| | Ginger, dry ... ... | ,, | 35 0 | 7½ ,, |
| | Mace ... ... ... | lb. | 0 12 | 7½ ,, |
| | Nutmegs ... ... | ,, | 0 4 | 7½ ,, |
| | ,, in shell ... | ,, | 0 3 | 7½ ,, |
| | Pepper, black ... | cwt. | 38 0 | 7½ ,, |
| | ,, white ... | ,, | 65 0 | 7½ ,, |
| | All other sorts of spices | ..... | *Ad valorem.* | 7½ ,, |
| | SUGAR. | | | |
| 17 | CONFECTIONERY ... ... | ..... | *Ad valorem.* | 7½ per cent. |
| 18 | SUGAR, all sorts, including Molasses and Saccharine produce of all sorts, but excluding confectionery (see No. 17). | | | |
| | Sugar, crystallised, and soft, from Java, 23 Dutch standard and above. | cwt. | 32 4 | 10 ,, |
| | Sugar, crystallised, and soft from Java, 16 to 22 Dutch standard. | ,, | 30 4 | 10 ,, |
| | Sugar, crystallised, and soft from Java, 15 Dutch standard and under. | ,, | 29 12 | 10 ,, |
| | Sugar, crystallised, and soft from Japan or Formosa. | ,, | 34 4 | 10 ,, |
| | Sugar, crystallised, and soft, refined in China. | ,, | 34 4 | 10 ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | | | Rs. a. | |
| | **I.—Food, Drink and Tobacco—*contd.*** | | | |
| | SUGAR—*contd.* | | | |
| | Sugar, crystallised, and soft, from Egypt. | cwt. | 33 4 | 10 per cent. |
| | Sugar, crystallised, and soft, from Mauritius. | „ | 30 12 | 10 „ |
| | Sugar, crystallised, beet. | „ | 32 4 | 10 „ |
| | Molasses from Java ... | „ | 5 10 | 10 „ |
| | „ „ other countries. | „ | 5 10 | 10 „ |
| | Sugar, all other sorts, including saccharine produce of all kinds. | ..... | *Ad valorem.* | 10 „ |
| | TEA. | | | |
| 19 | TEA— | | | |
| | Tea, black ... ... | lb. | 0 12 | 7½ per cent. |
| | „ green ... ... | „ | 0 14 | 7½ „ |
| | OTHER FOOD AND DRINK. | | | |
| 20 | COFFEE ... ... ... | cwt. | 42 0 | 7½ per cent. |
| 21 | HOPS ... ... ... | ..... | ..... | Free. |
| 22 | SALT ... ... ... | Indian maund of 82⅔ lbs. avoirdupois weight. | ..... | The rate at which excise duty is for the time being leviable on salt manufactured in the place where the import takes place. |
| 23 | SALT imported into British India and issued, in accordance with rules made with the previous sanction of the Governor-General in Council, | ..... | ..... | Free |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **I.—Food, Drink and Tobacco—*concld.*** | | Rs. a. | |
| | OTHER FOOD AND DRINK—*contd.* | | | |
| | for use in any process of manufacture; also salt imported into the port of Calcutta and issued with the sanction of the Government of Bengal to manufacturers of glazed stoneware; also salt imported into any port in the provinces of Bengal and Bihar and Orissa and issued, in accordance with rules made with the previous sanction of the Governor-General in Council for use in curing fish in those provinces. | | | |
| 24 | ALL OTHER SORTS OF FOOD AND DRINK not otherwise specified. | ..... | *Ad valorem.* | 7½ per cent. |
| | TOBACCO. | | | Rs. a. |
| 25 | TOBACCO, unmanufactured. | lb. | ..... | 1 0 |
| 26 | CIGARS AND CIGARETTES. | ..... | *Ad valorem.* | 50 per cent. |
| 27 | All other sorts of TOBACCO manufactured. | lb. | ..... | Rs. a. 1 8 |
| | **II.—Raw materials and produce and articles mainly unmanufactured—** | | | |
| | COAL, ETC. | | | |
| 28 | COAL, COKE AND PATENT FUEL. | ton | ... | 0 8 |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **II.—Raw materials and produce and articles mainly unmanufactured—*contd.*** | | | |
| | GUMS, RESINS AND LAC. | | Rs. a. | |
| 29 | GUMS, RESINS AND LAC, all sorts— | | | |
| | Gambier, block ... | cwt. | 28 0 | 7½ per cent |
| | „ cube ... ... | „ | 28 0 | 7½ „ |
| | „ other sorts ... | ... | *Ad valorem.* | 7½ „ |
| | Gum, Ammoniac ... | cwt. | 30 0 | 7½ „ |
| | „ Arabic ... ... | „ | 24 0 | 7½ „ |
| | „ Benjamin, ras ... | „ | 25 0 | 7½ „ |
| | „ „ cowrie . | „ | 65 0 | 7½ „ |
| | „ Bysabol (coarse myrrh). | „ | 60 0 | 7½ „ |
| | „ Olibanum or frankincense. | „ | 15 0 | 7½ „ |
| | „ Persian (false) ... | „ | 18 0 | 7½ „ |
| | Myrrh ... ... ... | „ | 60 0 | 7½ „ |
| | Rosin ... ... ... | „ | 28 0 | 7½ „ |
| | All other sorts of gums, gum-resins and articles made of gum or gum resin. | ... | *Ad valorem.* | 7½ „ |
| | HIDES AND SKINS, RAW. | | | |
| 50 | HIDES AND SKINS, raw or salted. | ... | ... | Free. |
| | METALLIC ORES AND SCRAP IRON OR STEEL FOR REMANUFACTURE. | | | |
| 31 | IRON OR STEEL, old ... | cwt. | 3 8 | 2½ per cent. |
| 32 | METALLIC ORES, all sorts. | ... | *Ad valorem.* | 7½ „ |
| | OILS. | | | Rs. a. p. |
| 33 | PETROLEUM, including also naphtha and the liquids commonly known by the names of | Imperial gallon. | ... | 0 1 6 |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **II.—Raw materials and produce and articles mainly unmanufactured**—*contd.* | | Rs. a. | |
| | OILS—*contd.* | | | |
| | rock-oil, Rangoon oil, Burma oil, kerosine, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum, but excluding the following classes of petroleum* | | | |
| | Petroleum which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Collector of Customs to be intended for use exclusively for the batching of jute or other fibre, or for lubricating purposes. | ... | *Ad valorem.* | 7½ per cent. |
| | Petroleum which has its flashing point at or above one hundred and fifty degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Collector of Customs to be intended for use exclusively as fuel or for some sanitary or hygienic purpose. | ... | *Ad valorem.* | 7½ ,, |

* Motor spirit is liable to an additional duty of six annas per gallon under Act I of 1919 as amended by Act III of 1919.

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **II.—Raw materials and produce and articles mainly unmanufactured—*contd.*** | | Rs. a. | |
| | OILS—*contd.* | | | |
| 34 | All other sorts of animal, essential, mineral, and vegetable non-essential OILS— | | | |
| | Cocoanut oil ... ... | cwt. | 37 8 | 7½ per cent. |
| | All other sorts of oil ... | ... | *Ad valorem.* | 7½ ,, |
| | SEEDS. | | | |
| 35 | OIL-SEEDS imported into British India by sea from the territories of any Native Prince or Chief in India. | ... | ... | Free. |
| 36 | SEEDS, all sorts, excluding oil-seeds specified in No. 35. | ... | *Ad valorem.* | 7½ per cent. |
| | TALLOW, STEARINE AND WAX. | | | |
| 37 | TALLOW AND STEARINE, including grease and animal fat, and Wax of all sorts, not otherwise specified. | ... | *Ad valorem.* | 7½ ,, |
| | TEXTILE MATERIALS. | | | |
| 38 | COTTON, raw ... ... | ... | ... | Free |
| 39 | WOOL, raw... ... ... | ... | ... | ,, |
| 40 | TEXTILE MATERIALS, the following:— | | | |
| | Silk waste and raw silk including cocoons:— | | | |
| | Bokhara ... ... ... | lb. | 8 8 | 7½ per cent. |
| | Floss ... ... ... | ... | *Ad valorem.* | 7½ ,, |
| | Raw silk—Yellow Shanghai, including re-reeled. | lb. | 7 8 | 7½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty |
|---|---|---|---|---|
| | **II.—Raw materials and produce and articles mainly unmanufactured**—*contd.* | | Rs. a. | |
| | TEXTILE MATERIALS —*contd.* | | | |
| | Raw silk—Yellow from Indo-China, and places in China, other than Shanghai, including re-reeled. | lb. | 10 0 | 7½ per cent. |
| | Mathow.... ... ... | ,, | 5 12 | 7½ ,, |
| | Panjam ... ... ... | ,, | 4 12 | 7½ ,, |
| | Persian ... ... ... | ,, | 6 0 | 7½ ,, |
| | Siam ... ... ... | ,, | 8 0 | 7½ ,, |
| | White Shanghai, Thonkoon or Duppion. | ,, | 5 8 | 7½ ,, |
| | White Shanghai, other kinds including re-reeled. | ,, | 8 8 | 7½ ,, |
| | White other kinds of China, including re-reeled | ,, | 10 0 | 7½ ,, |
| | Waste and kachra .. | ... | *Ad valorem.* | 7½ ,, |
| | All other sorts, including cocoons. | ... | ,, | 7½ ,, |
| | Raw Flax, Hemp, Jute and all other unmanufactured textile materials not otherwise specified. | ... | ,, | 7½ ,, |
| | WOOD AND TIMBER | | | |
| 41 | FIREWOOD ... ... ... | ... | *Ad valorem* | 2½ per cent. |
| 42 | WOOD AND TIMBER, all sorts not otherwise specified, including all sorts of ornamental wood. | ... | ,, | 7½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **II.—Raw materials and produce and articles mainly unmanufactured—*contd.*** | | Rs. a. | |
| | MISCELLANEOUS. | | | |
| 43 | CANES AND RATTANS ... | ... | *Ad valorem.* | 7½ per cent. |
| 44 | COWRIES AND SHELLS, including Tortoise-shell— | | | |
| | Cowries, bazar, common | cwt. | 6 0 | 7½ ,, |
| | ,, yellow, superior quality. | ,, | 7 0 | 7½ ,, |
| | ,, Maldive ... ... | ,, | 11 0 | 7½ ,, |
| | ,, Sankhli ... ... | ,, | 135 0 | 7½ ,, |
| | Mother-of-pearl, nacre... | ,, | 25 0 | 7½ ,, |
| | Nakhla ... ... ... | ,, | 175 0 | 7½ ,, |
| | Tortoise-shell ... ... | lb. | 14 0 | 7½ ,, |
| | ,, nakh ... | ,, | 3 0 | 7½ ,, |
| | All other sorts including articles made of shell, not otherwise described. | ... | *Ad valorem.* | 7½ ,, |
| 45 | IVORY, unmanufactured— | | | |
| | Elephants' grinders ... | cwt. | 360 0 | 7½ ,, |
| | ,, tusks (other than hollows, centres, and points), each exceeding 20 lbs. in weight, and hollows, centres, and points, each weighing 10 lbs. and over. | ,, | 900 0 | 7½ ,, |
| | Elephants' tusks (other than hollows, centres and points), not less than 10 lbs. and not exceeding 20 lbs. each, and hollows, centres, and points, each weighing less than 10 lbs. | ,, | 725 0 | 7½ ,, |
| | Elephants' tusks, each less than 10 lbs. (other than hollows, centres, and points). | ,, | 400 0 | 7½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | | | Rs. a. | |
| | **II.—Raw materials and produce and articles mainly unmanufactured**-*concld.* | | | |
| | MISCELLANEOUS-*contd* | | | |
| | Sea-cow or moye teeth, each not less than 4 lb. | cwt. | 225 0 | 7½ per cent. |
| | Sea-cow or moye teeth, each not less than 3 lb. and under 4 lb. | „ | 175 0 | 7½ „ |
| | Sea-cow or moye teeth, each less than 3 lb. | „ | 125 0 | 7½ „ |
| | All other sorts unmanufactured not otherwise specified. | ..... | *Ad valorem.* | 7½ „ |
| 46 | MANURES, all sorts, including animal bones and the following chemical manures :—Basic slag, nitrate of soda, muriate of potash, sulphate of potash, kainit salts, nitrate of lime, calcium cyanamide, and mineral superphosphates.* | ..... | ..... | Free. |
| 47 | PRECIOUS STONES AND PEARLS, unset† | ..... | *Ad valorem* | 7½ per cent. |
| 48 | PULP OF WOOD, RAGS and other paper-making materials | ..... | ..... | Free. |
| 49 | ALL OTHER RAW MATERIALS, and produce and articles mainly unmanufactured, not otherwise specified. | ..... | *Ad valorem* | 7½ per cent. |

* Under the Government of India Notification No. 830-C. D., dated the 23rd December 1916, sulphate of ammonia and mineral phosphates have been exempted from payment of duty. Nitrate of ammonia as a manure has been exempted from payment of duty under the Government of India Notification No. 1927 D., dated the 6th March 1920.

† Pearls unset and unset precious stones imported uncut have been exempted from payment of duty by Government of India Notifications No. 2102 W., dated the 16th March 1916, and No. 7955-213, dated the 2nd September 1916, respectively.

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured—** | | Rs. a. | |
| | APPAREL. | | | |
| 50 | APPAREL, including drapery, boots and shoes, and military and other uniforms and accoutrements, but excluding uniforms and accoutrements exempted from duty (No. 51) and silver thread (No. 90). | ..... | *Ad valorem* | 7½ per cent. |
| 51 | UNIFORMS AND ACCOUTREMENTS appertaining thereto, imported by a public servant for his personal use. | ..... | ..... | Free. |
| | ARMS, AMMUNITION AND MILITARY STORES. | | | |
| 52 | Subject to the exemptions specified in No. 55, ARMS, AMMUNITION AND MILITARY STORES, that is to say— | | | Rs. a. |
| | (1) Firearms other than pistols, including gas and air-guns and rifles. | each. | ..... | 15 0 } |
| | (2) Barrels for the same, whether single or double. | „ | ..... | 15 0 |
| | (3) Pistols, including automatic pistols pistols and revolvers. | „ | ..... | 15 0 or 20 per cent. *ad valorem* which- |
| | (4) Barrels for the same, whether single or double. | „ | ..... | 15 0 ever is higher. |
| | (5) Main springs and magazine springs for firearms, including gas guns and rifles. | „ | ..... | 5 0 |
| | (6) Gun stocks and breech blocks. | „ | ..... | 3 0 |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured.** | | Rs. a. | |
| | ARMS, AMMUNITION AND MILITARY STORES—*contd.* | | | |
| | (7) Revolver-cylinders, for each cartridge they will carry. | each | ..... | Rs. a. 2 0 |
| | (8) Actions (including skeleton and waster), breech bolts and their heads, cocking pieces, and locks (for muzzle-loading arms). | " | ..... | 1 0 or 20 per cent. *ad valorem* whichever is higher. |
| | (9) Machines for making, loading, or closing cartridges for rifled arms. | ..... | *Ad valorem.* | 20 per cent. |
| | (10) Machines for capping cartridges for rifled arms. | ..... | " | 20 " |
| 53 | GUNPOWDER for cannons, rifles, guns, pistols and sporting purposes. | ..... | " | 20 " |
| 54 | Subject to the exemptions specified in No. 55 all ARTICLES other than those specified in entry No. 52 which are ARMS OR PARTS OF ARMS within the meaning of the Indian Arms Act (excluding springs used for air-guns which are dutiable as hardware, under No. 68), all tools used for cleaning or putting together the same, all machines for making, loading, closing or capping cartridges for arms other than rifled arms and all other sorts of ammunition and military stores, and any | ..... | " | 20 " |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | ARMS, AMMUNITION AND MILITARY STORES—*contd.* | | | |
| | articles which the Governor-General in Council may, by notification in the *Gazette of India*, declare to be "ammunition" or "military stores" for the purposes of this Act. | | | |
| 55 | The following classes of ARMS, AMMUNITION AND MILITARY STORES :— | ..... | ..... | Free |
| | (*a*) Articles falling under the 5th, 6th, 8th, 9th or 10th item of No. 52 when they appertain to a firearm falling under the 1st or 3rd item and are fitted into the same case with such firearm ; | | | |
| | (*b*) Arms forming part of the regular equipment of an officer entitled to wear diplomatic, military, naval or police uniform ; | | | |
| | (*c*) A sword, a revolver, or a pair of pistols, when accompanying an officer of His Majesty's regular forces, or a commissioned officer of a volunteer corps, or certi- | | | |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | ARMS, AMMUNITION AND MILITARY STORES—*contd.* | | | |
| | fied by the commandant of the corps to which such officer belongs, or, in the case of an officer not attached to any corps, by the officer commanding the station or district in which such officer is serving, to be imported by the officer for the purpose of his equipment ; | | | |
| | (*d*) Swords and revolvers which are certified by an Inspector-General of Police to be part of the ordinary equipment of members of the Police force under his charge ; | | | |
| | (*e*) Swords forming part of the equipment of Indian commissioned officers of His Majesty's army ; | | | |
| | (*f*) Swords for presentation as army or volunteer prizes ; | | | |
| | (*g*) Arms, ammunition, and military stores imported with the | | | |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | ARMS, AMMUNITION AND MILITARY STORES—*contd.* | | | |
| | sanction of the Government of India for the use of any portion of the military forces of a Native State in India which may be maintained and organized for Imperial Service. | | | |
| | (*h*) Morris tubes and patent ammunition imported by officers commanding British and Indian regiments or volunteer corps for the instruction of their men. | | | |
| 56 | EXPLOSIVES, namely, blasting gunpowder, blasting gelatine, blasting dynamite, blasting roburite, blasting tonite, and all other sorts, including detonators and blasting fuse. | ... | *Ad valorem.* | 7½ per cent. |
| | CARRIAGES AND CARTS. | | | |
| 57 | CARRIAGES AND CARTS including motor-cars, motor cycles and motor-wagons, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheel barrows, and all other sorts of conveyances and component parts thereof. | ... | ,, | 7½ |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| 57*a* | Aeroplanes, aeroplane parts and aeroplane engine and engine parts. | ... | *Ad valorem.* | 2½ per cent. |
| | CHEMICALS, DRUGS AND MEDICINES. | | | |
| 58 | ANTI-PLAGUE-SERUM ... | ... | ... | Free. |
| 59 | COPPERAS, green ... ... | ... | *Ad valorem.* | 2½ per cent. |
| 60 | OPIUM and its alkaloids... | Seer of 80 tolas. | ... | Rs. a.<br>24 0 |
| 61 | QUININE and other alkaloids of cinchona. | ... | ... | Free. |
| 62 | CHEMICALS, DRUGS AND MEDICINES, all sorts, not otherwise specified— | | Rs a. | |
| | Alkali, Indian (sajjikhar) | cwt. | 4 0 | 7½ per cent. |
| | Alum (lump) ... ... | ,, | 12 0 | 7½ ,, |
| | Arsenic (China mansil). | ,, | 60 0 | 7½ ,, |
| | ,, other sorts ... | ... | *Ad valorem.* | 7½ ,, |
| | Soda ash and crescent alkali. | cwt. | 5 0 | 7½ ,, |
| | ,, bicarbonate ... | ,, | 8 0 | 7½ ,, |
| | ,, caustic, solid ... | ,, | 18 0 | 7½ ,, |
| | ,, ,, flake . | ,, | 23 0 | 7½ ,, |
| | ,, ,, powdered | ,, | 28 0 | 7½ ,, |
| | ,, Magadi .. ... | ,, | 4 0 | 7½ ,, |
| | Sulphate of copper ... | ,, | 20 0 | 7½ ,, |
| | Sulphur (brimstone), flowers... | ,, | 11 8 | 7½ ,, |
| | ,, ,, roll... | ,, | 11 8 | 7½ ,, |
| | ,, ,, rough... | ... | *Ad valorem.* | 7½ ,, |
| | All other sorts of chemical products and preparations not otherwise specified. | ... | ,, | 7½ ,, |
| | Aloe-wood ... ... | ... | ,, | 7½ ,, |
| | Asafœtida (hing) ... | cwt. | 125 0 | 7½ ,, |
| | ,, coarse (hingra). | ,, | 50 0 | 7½ ,, |
| | Atary, Persian ... | ... | *Ad valorem.* | 7½ ,, |
| | Bauslochan (bamboo camphor). | lb. | 0 9 | 7½ ,, |
| | Calumba root .. ... | cwt. | 20 0 | 7½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | CHEMICALS, DRUGS AND MEDICINES—*contd.* | | c | |
| | Camphor, refined, other than powder. | lb. | 5 8 | 7½ per cent. |
| | Cassia lignea ... ... | cwt. | 35 0 | 7½ „ |
| | China root (chobchini), rough. | „ | 15 0 | 7½ „ |
| | China root (chobchini), scraped. | „ | 30 0 | 7½ „ |
| | Cubebs ... ... ... | „ | 165 0 | 7½ „ |
| | Galangal, China ... | „ | 16 0 | 7½ „ |
| | Salep ... .. ... | „ | 350 0 | 7½ „ |
| | Storax, liquid (rose mellos or salaras). | „ | 70 0 | 7½ „ |
| | All other sorts of drugs, medicines and narcotics. | ... | *Ad valorem.* | 7½ „ |
| | CUTLERY, HARDWARE, IMPLEMENTS AND INSTRUMENTS. | | | |
| 63 | The following AGRICULTURAL IMPLEMENTS, when constructed so that they can be worked by manual or animal power, namely, winnowers, threshers, mowing and reaping machines, elevators, seed-crushers, chaff-cutters, root-cutters, horse and bullock gears, ploughs, cultivators, scarifiers, harrows, clod-crushers, seed-drills, hay-tedders and rakes.* | ... | ... | Free. |

* Under the Government of India Notification No. 6573, dated the 2nd October 1920, the following agricultural implements when so constructed as to be worked by power, other than manual or animal, are exempted from the payment of import duty; winnowers, threshers, mowing and reaping machines, elevators, seed crushers, chaff cutters, root cutters, ploughs, cultivators, scarifiers, harrows, clod crushers, seed drills, hay tedders and rakes.

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | CUTLERY, HARDWARE, IMPLEMENTS AND INSTRUMENTS—*contd.* | | | |
| 64 | CLOCKS AND WATCHES, and parts thereof. | ... | *Ad valorem* | 7½ per cent. |
| 65 | CUTLERY ... ... ... | ... | ,, | 7½ ,, |
| 66 | The following DAIRY APPLIANCES, when constructed so that they can be worked by manual or animal power, namely, cream separators, milk sterilizing or pasteurizing plant, milk ærating and cooling apparatus, churns, butter dryers, and butter workers. | ... | ... | Free. |
| 67 | ELECTROPLATED WARE ... | ... | *Ad valorem* | 7½ per cent. |
| 68 | HARDWARE, IRONMONGERY AND TOOLS, all sorts, not otherwise specified. | ... | ,, | 7½ ,, |
| 69 | INSTRUMENTS, APPARATUS, AND APPLIANCES, imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling. | ... | ... | Free. |
| 70 | TELEGRAPHIC INSTRUMENTS AND APPARATUS, and parts thereof, imported by or under the orders of a railway company. | ... | *Ad valorem* | 2½ per cent. |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles: | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | CUTLERY, HARDWARE, IMPLEMENTS AND INSTRUMENTS—*contd.* | | | |
| 71 | WATER-LIFTS, SUGAR MILLS, OIL PRESSES, and parts thereof, when constructed so that they can be worked by manual or animal power. | ... | ... | Free. |
| 72 | All other sorts of IMPLEMENTS, INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof not otherwise specified. | ... | *Ad valorem* | 7½ per cent. |
| | DYES AND COLOURS. | | | |
| 73 | DYEING AND TANNING SUBSTANCES, all sorts, and PAINTS AND COLOURS and painters' materials, all sorts— | | | |
| | Alizarine dye, dry, not exceeding 40 per cent | lb. | 4 8 | 7½ per cent. |
| | Alizarine dye, dry, over 40 per cent. but not exceeding 50 per cent. | " | 5 0 | 7½ " |
| | Alizarine dye, dry, over 50 per cent. but not exceeding 60 per cent. | " | 5 8 | 7½ " |
| | Alizarine dye, dry, over 60 per cent. but not exceeding 70 per cent. | " | 6 8 | 7½ " |
| | Alizarine dye, dry, over 70 per cent. but not exceeding 80 per cent. | " | 7 8 | 7½ " |
| | Alizarine dye, dry, over 80 per cent. | " | 8 8 | 7½ " |
| | Alizarine dye, moist, not exceeding 10 per cent | " | 0 10 | 7½ " |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | DYES AND COLOURS—*contd.* | | | |
| | Alizarine dye, moist, over 10 per cent. and not exceeding 16 per cent. | lb. | 1 0 | 7½ per cent. |
| | Alizarine dye, moist, over 16 per cent. and not exceeding 20 per cent. | ,, | 1 4 | 7½ ,, |
| | Alizarine dye, moist, exceeding 20 per cent. | ,, | 2 0 | 7½ ,, |
| | Aniline dye, moist ... | ,, | 5 0 | 7½ ,, |
| | ,, ,, dry ... | ,, | 7 8 | 7½ ,, |
| | ,, salts ... ... | ... | *Ad valorem* | 7½ ,, |
| | Avar bark ... ... | cwt. | 5 0 | 7½ ,, |
| | Cochineal ... .. | lb. | 1 1 | 7½ ,, |
| | Gallnuts (myrabolams).. | ... | *Ad valorem* | 7½ ,, |
| | ,, Persian ... | cwt. | 45 0 | 7½ ,, |
| | Gamboge ... ... | lb. | 2 0 | 7½ ,, |
| | All other sorts of dyeing and tanning materials. | ... | *Ad valorem* | 7½ ,, |
| | Lead, red, dry ... | cwt. | 34 0 | 7½ ,, |
| | ,, white, dry ... | ,, | 36 0 | 7½ ,, |
| | Ochre, other than European, all colours. | ,, | 2 0 | 7½ ,, |
| | Turpentine ... ... | Imperial gallon. | 9 0 | 7½ ,, |
| | Vermilion, Canton ... | box of 90 bundles. | 245 0 | 7½ ,, |
| | Zinc, white, dry ... | ... | *Ad valorem* | 7½ ,, |
| | All other sorts of paints, colours and painters' materials not otherwise specified, including glue and putty, | ... | ,, | 7½ ,, |
| | FURNITURE, CABINETWARE AND MANUFACTURES OF WOOD. | | | |
| 74 | FURNITURE, CABINETWARE, and all manufactures of wood not otherwise specified. | ... | *Ad valorem* | 7½ per cent |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | GLASSWARE AND EARTHENWARE. | | | |
| 75 | GLASS AND GLASSWARE, all sorts, Chinese and Japanese ware, lacquered ware, earthenware, China and porcelain. | ... | *Ad valorem* | 7½ per cent. |
| | HIDES, SKINS AND LEATHER. | | | |
| 76 | HIDES AND SKINS not otherwise specified, LEATHER AND LEATHER MANUFACTURES, all sorts, not otherwise specified. | ... | ,, | 7½ ,, |
| | MACHINERY. | | | |
| 77 | MACHINERY, namely, prime-movers and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam rollers, fire engines and other machines in which the prime-mover is not separable from the operative parts. | ... | ,, | 2½ ,, |
| | MACHINERY (and component parts thereof) meaning machines or sets of machines to be worked by electric, steam, water, fire or other power not being manual or animal labour, or which, | ... | ,, | 2½ ,, |

## SCHEDULE II—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | MACHINERY—*contd.* | | | |
| | before being brought into use, require to be fixed with reference to other moving parts; and including belting of all materials for driving machinery. Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose. | | | |
| | *Note.*—This entry includes machinery and component parts thereof made of substances other than metal, but excludes the articles exempted under Nos. 78 79 and 89. | | | |
| 78 | MACHINERY AND COMPONENT parts thereof as defined in No. 77 imported by the owner of a cotton spinning or weaving mill and proved to | ... | ... | Free. |

## SCHEDULE II—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | MACHINERY—*concld.* | | | |
| | the satisfaction of the Collector of Customs to be intended for use in a cotton spinning or weaving mill. | | | |
| 79 | The following ARTICLES USED IN THE MANUFACTURE OF COTTON, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks. | ... | ... | Free. |
| 80 | DRAWING-IN-FRAMES imported by the owner of a cotton weaving mill and proved to the satisfaction of the Collector of Customs to be intended for use in the weaving of cotton. | ... | ... | ,, |
| 81 | MACHINERY and component parts thereof, meaning machines or parts of machines to be worked by manual or animal labour. | ... | *Ad valorem* | 7½ per cent. |

## SCHEDULE II—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured—*contd.*** | | Rs. a. | |
| | METALS, IRON AND STEEL. | | | |
| 82 | IRON— | | | |
| | ANGLE— | | | |
| | Angle, T, Best Yorkshire or Swedish and similar qualities. | ton. | 450 0 | 2½ per cent. |
| | Angle, other than Best Yorkshire or Swedish and similar qualities. | ,, | 300 0 | 2½ ,, |
| | Angle, other than Best Yorkshire or Swedish and similar qualities, if galvanized, tinned, or lead coated. | ,, | 350 0 | 2½ ,, |
| | All other sorts ... | ... | *Ad valorem* | 2½ ,, |
| | BAR, ROD AND CHANNEL INCLUDING CHANNEL FOR CARRIAGES— | | | |
| | Bar, Best Yorkshire and similar qualities. | ton. | 450 0 | 2½ ,, |
| | ,, Swedish and similar qualities. | ,, | 400 0 | 2½ ,, |
| | Bar, Swedish and similar qualities nail-rod, round rod, and square under ½ inch in diameter. | ,, | 420 0 | 2½ ,, |
| | Bar, Swedish and charcoal, if galvanized, tinned, or lead coated. | ... | *Ad valorem* | 2½ ,, |
| | Bar, other kinds ... | ton. | 300 0 | 2½ ,, |
| | ,, ,, ,, nail-rod, round-rod and square under ½ inch in diameter. | ,, | 320 0 | 2½ ,, |
| | Bar, other kinds if galvanized, tinned or lead coated. | ,, | 350 0 | 2½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | METALS, IRON AND STEEL—*contd.* | | | |
| | IRON—*contd.* | | | |
| | Channel, including channel for carriages. | ton. | 340 0 | 2½ per cent. |
| | All other sorts ... | ... | *Ad valorem* | 2½ ,, |
| | PIG ... ... ... | ... | ,, | 2½ ,, |
| | RICE BOWLS ... ... | ... | ,, | 2½ ,, |
| 83 | IRON OR STEEL— | | | |
| | ANCHORS AND CABLES. | ... | *Ad valorem* | 2½ ,, |
| | BEAMS, JOISTS, pillars, girders, screw-piles, bridge work and other such descriptions of iron or steel imported exclusively for building purposes; including also ridging, guttering and continuous roofing. | ... | ,, | 2½ ,, |
| | BOLTS and nuts, including hook, bolts and nuts for roofing. | ... | ,, | 2½ ,, |
| | HOOPS AND STRIPS— | | | |
| | Hoops, Best York-hire or Swedish and similar qualities. | ton. | 475 0 | 2½ ,, |
| | Hoops, other than Best Yorkshire or Swedish, if galvanized, tinned, or lead coated. | ,, | 4 5 0 | 2½ ,, |
| | Hoops, other kinds ... | ,, | 350 0 | 2½ ,, |
| | Strips, Best Yorkshire or Swedish and similar qualities. | ,, | 475 0 | 2½ ,, |
| | Strips, if galvanized, tinned, lead coated, aluminium coated, chequered or planished. | ,, | 425 0 | 2½ ,, |
| | Strips, other kinds ... | ,, | 350 0 | 2½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | METALS, IRON AND STEEL—*contd.* | | | |
| | IRON OR STEEL—*contd.* | | | |
| | NAILS, RIVETS AND WASHERS, ALL SORTS— | | | |
| | Iron or steel nails, rose, deck wire and flat-headed. | cwt. | 20 0 | 2½ per cent. |
| | Iron or steel nails other kinds, including galvanized, tinned or lead coated. | ,, | 50 0 | 2½ ,, |
| | Washers, iron or steel, plain or galvanised (excluding dome shaped, spring or locking washers.) | ,, | 30 0 | 2½ ,, |
| | Washers iron or steel, tinned or lead coated and dome shaped, spring or locking washers. | ... | *Ad valorem.* | 2½ ,, |
| | Rivets, iron or steel, all sorts. | cwt. | 30 0 | 2½ ,, |
| | PIPES AND TUBES, and fittings therefor, such as bends, boots, elbows, tees, sockets, flanges and the like. | ... | *Ad valorem* | 2½ ,, |
| | RAILS, CHAIRS, sleepers, bearing and fish plates, spikes (commonly known as dog spikes) switches, and crossings, other than those described in No. 94, also lever boxes, clips, and tie-bars. | ... | ,, | 2½ ,, |
| | SHEETS AND PLATES, all sorts, excluding discs and circles which are dutiable under No. 85. Sheets and plates, Best Yorkshire and similar qualities. | ton. | 650 0 | 2½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | METALS, IRON AND STEEL—*contd.* | | | |
| | IRON OR STEEL—*contd.* SHEETS AND PLATES—*contd.* | | | |
| | Sheets and plates, Swedish and charcoal. | ton. | 550 0 | 2½ per cent. |
| | Plates, other kinds, above ⅛ inch thick. | „ | 325 0 | 2½ „ |
| | Sheets, other kinds, up to ⅛ inch thick. | „ | 350 0 | 2½ „ |
| | Sheet and plate cuttings. | „ | 300 0 | 2½ „ |
| | Sheets Swedish and charcoal if galvanized, tinned or lead coated. | „ | 675 0 | 2½ „ |
| | Sheets (other than corrugated), other kinds, if galvanized, tinned, lead coated, aluminium coated, or planished: also chequered plates. | „ | 425 0 | 2½ „ |
| | Tinplates ... ... | „ | 600 0 | 2½ „ |
| | Sheets, corrugated, galvanized or black. | „ | 460 0 | 2½ „ |
| | WIRE including piano-wire, fencing wire and wire rope, but excluding wire-netting (which is dutiable under No. 85). | ... | *Ad valorem* | 2½ „ |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | METALS, IRON AND STEEL—*contd.* | | | |
| 84 | STEEL— | | | |
| | ANGLE— | | | |
| | Angle, and T, if galvanized, tinned or lead coated. | ton. | 350 0 | 2½ per cent. |
| | Angle and all other sorts. | ,, | 300 0 | 2½ ,, |
| | BAR, ROD, AND CHANNEL, including channel for carriages— | | | |
| | Bar, Swedish and similar qualities. | ,, | 400 0 | 2½ ,, |
| | Bar, nail-rod, round-rod, and square, other than Swedish or similar qualities, under ½ inch in diameter | ,, | 320 0 | 2½ ,, |
| | Bar, galvanized, tinned, lead coated, planished or polished. | ,, | 350 0 | 2½ ,, |
| | Bar, common merchant. | ,, | 300 0 | 2½ ,, |
| | Bar, crucible, cast steel (tool steel) including— (*a*) High speed. (*b*) Carbon steel. | ... | *Ad valorem* | 2½ ,, |
| | Bar, high tensile steel | ... | ,, | 2½ ,, |
| | Channel including channel for carriages. | ton. | 340 0 | 2½ ,, |
| | Spring, blistered and tub steel (including bars). | ... | *Ad valorem* | 2½ ,, |
| | Channel including channel for carriages. | ton | 340 0 | 2½ ,, |
| | INGOTS, BLOOMS, BILLETS AND SLABS. | ... | *Ad valorem* | 2½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | METALS, IRON AND STEEL—*contd.* | | | |
| 85 | All sorts of IRON AND STEEL and manufactures thereof, not otherwise specified— | | | |
| | Iron or steel cans or drums, when imported containing petroleum, which is separately assessed to duty under No. 33, namely :— | | | |
| | (1) Iron or steel cans, tinned. | can. | 0 6 | 7½ per cent. |
| | (2) Iron or steel cans or drums, not tinned, of two gallons capacity— | | | |
| | (*a*) with faucet caps | can or drum | 1 0 | 7½ ,, |
| | (*b*) ordinary ... | ,, | 0 4 | 7½ ,, |
| | (3) Iron or steel drums of four gallons capacity— | | | |
| | (*a*) with faucet caps. | drum. | 2 4 | 7½ ,, |
| | (*b*) ordinary ... | ,, | 2 0 | 7½ ,, |
| | Iron or steel cans or drums when imported not containing petroleum. | ... | *Ad valorem* | 7½ ,, |
| | Iron or steel, all other sorts, including discs or circles and wire-netting. | ... | ,, | 7½ ,, |

## SCHEDULE II.—IMPORTS TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | METALS, OTHER THAN IRON AND STEEL | | | |
| 86 | CURRENT SILVER, NICKEL, BRONZE AND COPPER COIN of the Government of India. | ... | ... | Free. |
| 87 | GOLD BULLION AND COIN. | ... | ... | ,, |
| 88 | LEAD, sheets, for tea-chests. | ... | *Ad valorem* | 2½ per cent. |
| 89 | SILVER, BULLION OR COIN, not otherwise specified (*See* Nos. 86 and 136). | ... | ... | Free. |
| 90 | SILVER PLATE, SILVER THREAD and wire, and SILVER MANUFACTURES, all sorts. | ... | *Ad valorem* | 10 per cent. |
| 91 | ALL SORTS OF METALS OTHER THAN IRON AND STEEL, and manufactures thereof, not otherwise specified— | | | |
| | Brass, patent or yellow metal, sheets and sheathing, weighing 1 lb. or above per square foot, and braziers, and plates. | cwt. | 80 0 | 7½ ,, |
| | Brass, patent or yellow metal (including gun metal) ingots. | ,, | 37 0 | 7½ ,, |
| | Brass, patent or yellow metal (old). | ,, | 35 0 | 7½ ,, |
| | Brass, sheets, flat or in rolls, and sheathing weighing less than 1 lb. per square foot. | ... | *Ad valorem* | 7½ ,, |
| | Brass wire ... ... | ... | ,, | 7½ ,, |
| | Brass, all other sorts ... | ... | ,, | 7½ ,, |
| | Copper, bolt and bar, rolled | ... | ,, | 7½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | METALS, OTHER THAN IRON AND STEEL—*contd.* | | | |
| | Copper braziers, sheets, plate and sheathing. | cwt. | 80 0 | 7½ per cent. |
| | Copper sheets, planished | ... | *Ad valorem* | 7½ ,, |
| | Copper nails and composition nails. | ... | ,, | 7½ ,, |
| | Copper, old ... ... | cwt. | 45 0 | 7½ ,, |
| | Copper, pigs, tiles, ingots, cakes, bricks and slabs. | ,, | 55 0 | 7½ ,, |
| | Copper, China, white, copperware. | lb. | 4 8 | 7½ ,, |
| | Copper foil or dank-pana, white 10 to 11 in. × 4 to 5 in. | hundred leaves. | 6 8 | 7½ ,, |
| | Copper foil or dank-pana, coloured, 10 to 11 in. × 4 to 5 in. | ,, | 7 8 | 7½ ,, |
| | Copper wire including phosphor-bronze. | ... | *Ad valorem* | 7½ ,, |
| | Copper, all other sorts, unmanufactured and manufactured, except current coin of the Government of India, which is free. | ... | ,, | 7½ ,, |
| | German silver ... ... | ... | ,, | 7½ ,, |
| | Gold leaf ... ... | ... | ,, | 7½ ,, |
| | Lametta... ... | ... | ,, | 7½ ,, |
| | Lead, all sorts (except sheets for tea chests). | ... | ,, | 7½ ,, |
| | Quicksilver ... ... | lb. | 2 6 | 7½ ,, |
| | Shot, bird ... ... | cwt. | 43 0 | 7½ ,, |
| | Tin block ... ... | ,, | 165 0 | 7½ ,, |
| | Tin foil, and other sorts. | ... | *Ad valorem* | 7½ ,, |
| | Zinc or spelter, tiles, slabs or plates, hard or soft. | cwt. | 30 0 | 7½ ,, |
| | Zinc or spelter, all other sorts, including boiler tiles. | .. | *Ad valorem* | 7½ ,, |
| | All other sorts of metals, and manufactures thereof. | ... | | 7½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | PAPER, PASTE BOARD AND STATIONERY. | | | |
| 92 | TRADE CATALOGUES AND ADVERTISING CIRCULARS imported by packet, book, or parcel post. | ... | ... | Free. |
| 93 | PAPER AND ARTICLES MADE OF PAPER AND PAPIER MACHE, PASTEBOARD, MILLBOARD, AND CARDBOARD all sorts, and STATIONERY, including ruled or printed forms and account and manuscript books, drawing and copybooks, labels, advertising circulars, sheet or card almanacs and calendars, Christmas, Easter and other cards, including cards in booklet form; including also waste-paper and old newspapers for packing; but excluding trade catalogues and advertising circulars imported by packet, book, or parcel post. | ... | *Ad valorem* | 7½ per cent. |
| | RAILWAY PLANT AND ROLLING STOCK. | | | |
| 94 | RAILWAY MATERIAL for permanent-way and rolling stock, namely, cylinders, girders, and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, | ... | ,, | 2½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs a. | |
| | RAILWAY PLANT AND ROLLING STOCK—*contd.* | | | |
| | brake gear, couplings, and springs, signals, turn-tables, weighbridges, engines, tenders, carriages, wagons, travellers, trollies, trucks, and component parts thereof; also the following articles when imported by or under the orders of a railway company, namely, cranes, water cranes, water tanks and standards, wire and other materials for fencing. | | | |
| | Provided that for the purpose of this entry "railway" means a line of railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a Native State under the suzerainty of His Majesty and also such tramways as the Governor-General in Council may, by notification, in the *Gazette of India*, specifically include therein. | | | |
| | Provided also that only such articles shall be admitted as component parts of railway material as are indispensable for the working of railways and are, owing to their shape or other special quality, not adapted for any other purpose. | | | |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | YARNS AND TEXTILE FABRICS. | | | |
| 95 | COTTON TWIST AND YARN AND COTTON SEWING OR DARNING THREAD. | ... | ... | Free. |
| 96 | COTTON piece-goods, thread other than sewing or darning thread, and all other manufactured cotton goods not otherwise specified. | ... | *Ad valorem* | 7½ per cent. |
| 97 | SECOND-HAND OR USED GUNNY BAGS made of jute. | ... | ... | Free. |
| 98 | YARNS AND TEXTILE FABRICS, that is to say:— | | | |
| | Flax, twist and yarn and manufactures of flax. | ... | *Ad valorem* | 7½ per cent. |
| | Haberdashery and millinery. | ... | ,, | 7½ ,, |
| | Hemp manufactures ... | ... | ,, | 7½ ,, |
| | Hosiery ... ... ... | ... | ,, | 7½ ,, |
| | Jute twist and yarn and jute manufactures, excluding second-hand or used gunny bags (*see* No. 97) | ... | ,, | 7½ ,, |
| | Silk piece-goods, *Japan and Shanghai* (white and coloured)— | | | |
| | *Japan*— | | | |
| | Plain paj, all kinds, including striped, printed, embossed and pineapples, all widths. | lb. | Rs. a. 30 0 | 7½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articels. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | YARNS AND TEXTILE FABRICS—*contd.* | | | |
| | *Japan*—contd. | | | |
| | Plain and flowered satins, all kinds, including striped printed and embossed (other than cotton and silk mixed), all widths. | lb. | 37 0 | 7½ per cent. |
| | Plain and flowered twill, thama and junken, all widths. | ,, | 32 0 | 7½ ,, |
| | Flowered paj, thama and junken, all widths. | ,, | 30 0 | 7½ ,, |
| | Fancies, all kinds, plain, flowered, printed and woven including georgettes, kobe-crepe, crepe-de-chine (chirimin), ninons and gauze, all widths | ,, | 42 0 | 7½ ,, |
| | Kohaku plain and flowered, also silk-satin flowered, all kinds, including thama and junken, but excluding Jarina, all widths. | ,, | 37 0 | 7½ ,, |
| | Jarina (gold embroidered). | ,, | 45 0 | 7½ ,, |
| | Embroideries, all kinds, including apparel, all widths. | ,, | 60 0 | 7½ ,, |
| | Apparel other than embroidered (including shawls, mufflers, handkerchiefs and hosiery other than cotton and silk mixed) | ,, | 55 0 | 7½ ,, |
| | Apparel, Dupetas (including Burmese scarves), all kinds. | ,, | 33 0 | 7½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | YARNS AND TEXTILE FABRICS—*contd.* | | | |
| | *Japan*—contd. | | | |
| | Cotton and silk mixed satins, all kinds and all widths. | lb. | 25 0 | 7½ per cent |
| | Cotton and silk mixed hosiery, all kinds. | ,, | 35 0 | 7½ ,, |
| | Cotton and silk mixed Boseki, all kinds and all widths. | ,, | 20 0 | 7½ ,, |
| | *Shanghai*— | | | |
| | Honans, including striped, all kinds and all widths. | ,, | 15 0 | 7½ ,, |
| | Shantungs, including striped, all kinds and all widths. | ,, | 9 0 | 7½ ,, |
| | Corded, including striped, all kinds (except woochow) and all widths. | ,, | 10 0 | 7½ ,, |
| | White cord (woochow) including striped, all kinds and all widths. | ,, | 23 0 | 7½ ,, |
| | Crepe, gauze, paj, plain and flowered, including striped, all kinds and all widths. | ,, | 25 0 | 7½ ,, |
| | Fancies, all kinds and all widths. | ,, | 35 0 | 7½ ,, |
| | Silk yarn, noils, and warps, silk thread, silk piece-goods other than Japan and Shanghai, and other manufactures of silk | ... | *Ad valorem.* | 7½ ,, |
| | Woollen yarn, knitting wool and other manufactures of wool including felt. | ... | ,, | 7½ ,, |
| | All other sorts of yarns and textile fabrics, not otherwise specified. | ... | ,, | 7½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | MISCELLANEOUS. | | | |
| 99 | ART, the following works of :—(1) statuary and pictures intended to be put up for the public benefit in a public place and (2) memorials of a public character intended to be put up in a public place, including the materials used, or to be used in their construction, whether worked or not. | ... | ... | Free. |
| 100 | ART, works of, excluding those specified in No. 99. | ... | *Ad valorem* | 7½ per cent. |
| 101 | BOOKS, printed, including covers for printed books, maps, charts and plans, proofs, music, and manuscripts. | ... | ... | Free. |
| 102 | BRUSHES AND BROOMS .. | ... | *Ad valorem* | 7½ per cent. |
| 103 | BUILDING AND ENGINEERING MATERIALS, including asphalt, bricks, cement, chalk and lime, clay, pipes of earthenware, tiles, and all other sorts of building and engineering materials not otherwise specified. | ... | ,, | 7½ ,, |
| 104 | CANDLES ... ... | ... | ,, | 7½ ,, |
| 104*a* | CINEMATOGRAPH FILMS— | | Rs. a. | |
| | Positive Films ... | Foot. | 0 4 | 7½ ,, |
| | Other Films ... ... | ... | *Ad valorem.* | 7½ ,, |
| 105 | CORDAGE AND ROPE AND TWINE OF VEGETABLE FIBRE. | ... | ,, | 7½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | MISCELLANEOUS—*contd.* | | | |
| 106 | FIREWORKS ... ... | ... | *Ad valorem* | 7½ per cent. |
| 107 | FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing, and other vessels. | ... | ,, | 7½ ,, |
| 108 | IVORY, manufactured ... | ... | ,, | 7½ ,, |
| 109 | JEWELLERY AND JEWELS, including gold plate and other manufactures of gold, but excluding silver plate and other manufactures of silver (*see* No. 90). | ... | ,, | 7½ ,, |
| 110 | MATCHES ... ... ... | ... | ,, | 7½ ,, |
| 111 | MATS AND MATTING ... | ... | ,, | 7½ ,, |
| 112 | OIL-CAKES... ... ... | ... | ,, | 7½ ,, |
| 113 | OIL-CLOTH AND FLOOR-CLOTH. | ... | ,, | 7½ ,, |
| 114 | PACKING—ENGINE AND BOILER—all sorts, excluding packing forming a component part of any article included in No. 77 and No. 94. | ... | ,, | 7½ ,, |
| 115 | PERFUMERY, excluding perfumed spirits (*see* No. 10)— | | | |
| | Gowla, husked and unhusked. | cwt. | 85 0 | 7½ ,, |
| | Kapurkachri (zedoary) ... | ,, | 25 0 | 7½ ,, |
| | Patch leaves (patchouli)... | ,, | 25 0 | 7½ ,, |
| | Rose-flowers, dried ... | ,, | 30 0 | 7½ ,, |
| | Rose-water... ... ... | Imperial gallon. | 5 0 | 7½ ,, |

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a. | |
| | MISCELLANEOUS—*contd.* | | | |
| 116 | PITCH, TAR AND DAMMER. | ... | *Ad valorem* | 7½ per cent. |
| 117 | POLISHES AND COMPOSITIONS. | ... | „ | 7½ „ |
| 118 | PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, aluminium lithographic plates, stereo blocks, roller moulds, roller frames and stocks, roller composition, standing screw and hot presses, perforating machines, gold blocking presses, stereo-typing apparatus, metal furniture, paper folding machines and paging and numbering machines, but excluding paper (*see* No. 93).* | ... | „ | 2½ „ |
| 119 | PRINTS, ENGRAVINGS AND PICTURES, including photographs and picture cards. | ... | „ | 7½ „ |
| 120 | RACKS for the withering of tea leaf. | ... | „ | 2½ „ |
| 121 | RUBBER tyres for motors and motor-cycles, and rubber tubes for tyres, and other manufactures of rubber, not otherwise specified. | ... | „ | 7½ „ |

* Under the Government of India Notification No. 5753, dated the 1th September 1920, the following articles used for printing and lithographing purposes are exempted from so much of the import duty as is in excess of a duty of 2½ per cent. *ad valorem*: galley presses, proof presses, arming presses, copper plate printing presses, ruling machines, ruling pen making machines, lead and rule cutters, type casting machines, type setting and casting machines, rule bending machines, rule mitreing machines, bronzing machines, leads, wooden and metal quoins, shooting sticks and galleys.

## SCHEDULE II.—IMPORT TARIFF—*contd.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*contd.* | | Rs. a: | |
| | MISCELLANEOUS—*contd.* | | | |
| 122 | SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, launches, boats and barges, imported entire or in sections. | ... | *Ad valorem* | 2½ per cent. |
| 123 | SMOKERS' REQUISITES, excluding tobacco (*see* Nos. 25 to 27). | ... | ,, | 7½ ,, |
| 124 | SOAP ... ... ... | ... | ,, | 7½ ,, |
| 125 | STARCH AND FARINA ... | ... | ,, | 7½ ,, |
| 126 | STONE AND MARBLE, and articles made of stone and marble. | ... | ,, | 7½ ,, |
| 127 | TEA CHESTS of metal or wood, whether imported entire or in sections, provided that the Collector of Customs is satisfied that they are imported for the purpose of the packing of tea for transport in bulk. | ... | ,, | 2½ ,, |
| 128 | TOILET REQUISITES, not otherwise specified. | ... | ,, | 7½ ,, |
| 129 | TOYS, playing cards and requisites for games and sports. | ... | ,, | 7½ ,, |
| 130 | UMBRELLAS, including parasols and sunshades, and fittings therefor. | ... | ,, | 7½ ,, |
| 131 | The following ARTICLES, when imported by the owner of a cotton weaving mill and proved to the satisfaction of the Collector of Customs to be INTENDED FOR USE IN THE WEAVING OF COTTON or the baling of woven cotton goods:— | | | |

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC

## SCHEDULE II.—IMPORT TARIFF—*concld.*

| No. | Names of Articles. | Per | Tariff Valuation. | Duty. |
|---|---|---|---|---|
| | **III.—Articles wholly or mainly manufactured**—*concld.* | | Rs. a. | |
| | MISCELLANEOUS—*concld.* | | | |
| | Aniline blue, Bisulphate of soda, China clay, Chloride of magnesium, Chloride of zinc, Dressalin, Epsom salts, Farina, Farinina, Flannel taping, Glauber salts, Glutina, Glycerine substitutes, Heald varnish, Hoop iron, Hoop steel, Rivets for bales, Sewing needles, Sizing paste, Sizing wax, Soda ash, Starch, and Velvet pulp. | ... | ... | Free. |
| 132 | ALL OTHER ARTICLES wholly or mainly manufactured, not otherwise specified. | ... | *Ad valorem* | 7½ per cent. |
| | **IV.—Miscellaneous and unclassified.** | | | |
| 133 | ANIMALS, living, all sorts. | ... | ... | Free |
| 134 | CORAL ... ... ... | ... | *Ad valorem* | 7½ per cent |
| 135 | FODDER, bran and pollards. | ... | „ | 7½ „ |
| 136 | SPECIMENS illustrative of natural science, including also antique coins and medals. | ... | ... | Free. |
| 137 | ALL OTHER ARTICLES NOT OTHERWISE SPECIFIED, including articles imported by post. | ... | *Ad valorem* | 7½ per cent. |

# APPENDIX **M-5.**

## FALSE TRADE DESCRIPTIONS.

No. 859—D.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY,

DELHI, the 16th February 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Sir,—With reference to this Department letters Nos. 2558-C. W., dated the 6th March 1917, 13036, dated the 22nd November 1918 and 315-D., dated the 16th January 1920, I am directed to forward, for the information of your Chamber, five copies of the addenda and corrigenda which have been issued to the 3rd edition of the Merchandise Marks Manual. In this connection, I am to explain that the Government of India have decided not to treat the terms 'Whisky' and 'Brandy' as privileged local terms so that there will be no objection to the use of these descriptive terms on liquors produced locally or imported from other countries.

2. I am to add that a revised edition of the Merchandise Marks Manual embodying the amendments included in the addenda and corrigenda is under issue and that the usual number of copies will be furnished to your Chamber in due course.—I have, etc.,

E. C. ANSORGE,

Under Secretary to the Government of India.

## ADDENDA AND CORRIGENDA TO THE MERCHANDISE MARKS MANUAL, 3RD EDITION.

*Delete* from Rule 10 (*c*) the word "foreign."

*Substitute* following for rules 11 to 28 :—

11. The importation of goods falling under class (*a*) of these three classes is prohibited by law under section 18 (*e*) of the Sea Customs Act. The importation of goods falling under either class (*b*) or class (*c*) is prohibited under section 18 (*d*) of the Sea Customs Act and Customs officers should of their own motion detain goods falling under any of the three classes.

*Note.*—Samples or patterns readily distinguishable as such and valueless in themselves are not to be treated as subject to the provisions of the Act referring to the marking of indication of origin.

Port of shipment *prima facie* evidence of country of origin

12. The law (section 13 of the Indian Merchandise Marks Act) also states that evidence of the port of shipment is *prima facie* evidence of the country in which the goods were made or produced. This ruling, however, should be applied with discretion when the port of shipment is a place of transit from some inland country like Rotterdam or Antwerp with respect to Germany, or Trieste with respect to Italy or Switzerland. In the case of goods shipped from these ports, the statement that the goods are the make or produce of an inland country may be accepted if there is no reasonable ground to suspect the country of origin.

Exemption given by section 18 (*e*) of the Sea Customs Act.

13. Although the importation of goods falling under class (*a*) is prohibited, the goods may yet be admitted if there is applied to them a counter-indication of origin accompanying the name or trade mark.

Nature of counter-indication which may be accepted.

14. The nature of the counter-indication required to enable the goods to be imported is distinctly and specifically provided for by the law [see section 18 (*e*) of the Sea Customs Act].

(1) The name or trade mark must be accompanied by a definite indication of the goods having been made or produced in a place beyond the limits of the United Kingdom or British India.

(2) The country in which that place is situated must, in that indication, be indicated in letters as large and conspicuous as any letter in the name and trade mark, and in the same language and character as the name and trade mark.

Where, therefore, goods made elsewhere than in the United Kingdom or British India bear a name or trade mark, being or purporting to be the name or trade mark of a manufacturer, dealer or trader in the United Kingdom or British India, the counter-indication must distinctly specify the country of origin or manufacture. In such cases the form "Made in....." must be used; other expressions such as "Made Abroad," "Not made in the United Kingdom or British India," "Foreign make," "Foreign Produce" are not permissible.

*Note.*—(*a*) Goods made or produced in the United Kingdom bearing the name or trade mark of a British Indian trader or dealer are not subject to the provisions of the Act referring to the marking of origin even when the marking is in, or includes, vernaculars.

*Note.*—(*b*) For further instructions regarding the marking of indication of origin see Rule 25.

Exemption from legal provision requiring a counter-indication on foreign-made goods bearing a name or trade mark of a British or British Indian dealer.

15. The legal provision requiring that the name or trade mark of a British Indian or English manufacturer, dealer or trader, when applied to goods not made in the United Kingdom or British India, should be accompanied by a counter-indication, is not to be enforced in the case of—

(*a*) Indian produce and manufactures imported by sea from foreign Indian ports into British India, and bearing the name or trade mark of a British Indian trader or dealer.

(*b*) Goods bearing the name or trade mark of a British Indian trader or dealer which are known or proved to be the produce of Africa, Arabia, Persia, or Turkey in Asia, with the exception of manufactured articles such as carpets, earthenware, shawls and silken or woollen goods. A list of such goods will be found in Appendix C.

The Local Governments are authorised to make additions to the list if and when it is found defective, but such additions are to be reported for the information of the Government of India.

(*c*) Coverings or labels [as defined in section 5 (3) of the Indian Merchandise Marks Act] made in a foreign country bearing the name of a British Indian manufacturer, dealer

or trader, where the name is intended to refer not to the covering or label, but to the goods to be covered or labelled, and is the name of a firm who have ordered the covering for their own goods.

*Examples.*—Cardboard boxes made in Germany bearing the name, trade mark or advertisement of, and imported by, a British Indian Soap Manufacturing Company to hold soap of their own manufacture; labels made outside the United Kingdom or British India bearing the name of, and imported by, a British Indian chemist to be attached to phials, boxes, etc., for dispensing purposes; photograph mounts made in a foreign country bearing the name and imported by a photographer in British India to be attached to his own photographs.

Initials.

16. Initials of manufacturers, dealers or traders in the United Kingdom or British India should not be treated as names requiring a counter-indication of the country of origin, unless they are so extensively known in India as to be indistinguishable in effect from the full names which they represent, or are followed by affixes distinctly suggesting a British firm as " & Co." (in the case of goods from Continental countries except Germany) and " Brothers " or " Bros."

Goods of a manufacturer having factories in different countries.

17. If a manufacturer has a factory in a foreign country as well as in the United Kingdom or British India, his name or trade mark requires a counter-indication when applied to goods made in the foreign country. If a manufacturer having a factory beyond the limits of the United Kingdom or British India has only an agency or place of business within such limits, his name or trade mark of course requires a counter-indication whenever applied.

"Imported by" and similar expressions.

18. Such expressions as " imported by," " for sale by," " bottled by," and the like accompanying the names of British or British Indian dealers or traders do not render counter-indications less obligatory under the law although in connection with the general circumstances of a case they may justify relaxation of the provisions applicable.

Definition of false trade description.

19. A false trade description is defined in section 2 (3) of the Indian Merchandise Marks Act. It includes any description, statement or other indication (including any numeral, word or mark which according to the custom of trade is commonly taken to be an indication) that the goods to which they are applied were made or produced in one country when such goods were really made or produced in another.

Trade descriptions which are not false owing to presence of counter-indication of origin.

20. In the case of classes (*b*) and (*c*) the law does not specifically prescribe that a counter-indication of origin shall be held to absolve the goods from the prohibition on importation. Where, however, a counter-indication, sufficient to remove any misapprehension as to the origin of the goods, has been applied, a description which would otherwise have been false may cease to be a *false trade description* within the meaning of section 2 (3) of the Merchandise Marks Act. Thus a definite description of goods as the produce of a country of which they are not in fact the produce is untrue in a material respect,* and no counter-indication will render such description a true one. Where however, the description is false by implication only, *e.g.*, in the case of foreign made goods bearing English words then a counter-indication of origin may be regarded as removing the implication and the description can no longer be regarded as untrue in a material respect.

**Vide* definition in section 2 (3) of the Merchandise Marks Act.

Nature of counter-indication sufficient to prevent descriptions from being false.

21. In cases in which a counter-indication is accepted in accordance with the principles enunciated in Rule 20 the following and similar expressions are admissible :—

Goods falling under class (*b*)—

Made in.....

Made Abroad.

Not made in the United Kingdom or British India.

Foreign made.

Foreign Produce.

Goods falling under class (*c*)—

Made in.....

Not made in X (being the country in which, from the false trade description, the goods might be supposed to have been manufactured).

Marking of goods made partly in one country and partly in another.

22. In the case of goods with distinguishable parts or constituents manufactured or produced in different countries, an indication of origin in any country on *one* part should be taken, in the absence of anything to the contrary, as applicable to the whole.

*Example.*—A British or German hall-mark on the case of a silver watch should be held to include the works and dial-plate also and if the works and dial-plate are not of English or German make, as the case may be, a counter-indication should be required on the latter.

23. In the case of goods with indistinguishable parts or constituents made in different countries, a general statement such as "Produce of different countries" is permissible.

*Example.*—Brandy blended in the United Kingdom from the produce of France or Italy.

*Note.*—In the case of goods with indistinguishable parts or constituents made in the United Kingdom and other countries, the above counter-indication will be sufficient even when the goods bear the name or trade mark of a British or British Indian trader or dealer.

Substitution of names of provinces or towns for those of countries.

24. The names of provinces or towns may only be substituted for those of countries if they are so extensively known that the Indian consumer is not likely to be misled. Names such as Paris, Bohemia, Berlin, are permissible, but not Milan or Baden.

Marking of indication of origin.

25. In the cases where an indication of origin is required, the general rule is that the indication must be shown in letters as large and conspicuous as any letter in the name, trade mark or false description; it must accompany every application of the name, trade mark of false description; and in cases falling under class (*a*) of rule 10 must be in the same language and character.

In cases falling under classes (*b*) and (*c*) the counter-indication must be in English.

The size of the letters need not be rigidly insisted upon, provided that they are sufficiently conspicuous to catch the eye along with the name, trade mark or false description.

The counter-indication should be adjacent on the same label, or part of the covering or goods, as the case may be, to which the name, trade mark or false trade description is applied: it should not be on a separate label, nor otherwise detachable from the application of the name, trade mark or false trade description itself; and it should be applied no less indelibly than the latter. It should be repeated for all applications of the name, trade mark or false trade description except when the latter are reproduced in such close proximity that one prominent counter-indication will suffice to cover all; and in cases falling under class (*a*) if different languages or characters, English

or Indian, are used for the names or included in the trade marks, the counter-indication should be repeated in each language employed.

26. Customs officers should require the indication of the country of origin to be placed on the capsules and corks, as well as on the labels, of bottles of wine or other liquor produced or made beyond the limits of the United Kingdom or of British India whenever such goods :—

(*a*) have applied to them British or British Indian names or trade marks in such a manner, or

(*b*) are so described,

as to indicate or suggest that the wine or other liquor was produced or made in the United Kingdom or in British India.

Use of geographical names in a trade description.

27. A trade description which, in indicating a particular class of goods or method of manufacture includes the name of a country or place, must, quite apart from the language of the description, be regarded *prima facie* as suggesting that the goods are the produce of that country or of the country in which that place is situated.

This rule should be applied subject to the following interpretations :—

(*a*) If the name retains its geographical significance, *e.g.*, in the case of Jamaica Rum, Scotch Whisky, or Manchester shirting, and the goods are not actually made or produced in the country referred to, no counter-indication should be accepted.

(*b*) Wines described as Port or Maderia but not the produce of Portugal or Maderia, as the case may be, should not be admitted even with a counter-indication of origin.

(*c*) Where the name has lost its geographical significance though still calculated to mislead, a counter-indication of origin may be accepted as removing any misapprehension, *e.g.*, in the case of Egyptian cigarettes, Shetland or Amritsar shawls, Chartreuse, Benedictine or Munich Beer.

(*d*) Where the name has lost its geographical significance and is not calculated to mislead, *e.g.*, in the case of German silver or Russian leather, the goods may be passed without any counter-indication, provided such counter-indication is not otherwise required, *e.g.*, by the use on foreign goods of other English words.

(e) The following is a list of trade descriptions containing place-names which have by common usage been accepted as being devoid of geographical significance and not calculated to mislead :—

Andulasian wool.
Angostura bitters.
Balsam Peru.
Balbriggan undershirts.
Balaclava caps.
Bengal Lights.
Bengal silver.
Berlin wool.
Brown and grey Holland.
Burnswick black.
Burgundy.
Cayenne pepper.
Carrara marble.
Cardigan Jackets.
Cashmere, when applied to woollen goods.
Ceylon flannel.
Chinese lanterns.
Cologne water.
Curacao.
Damascus steel.
Eau de Cologne.
Egyptian caps.
French Brace.
French polish.
French chalk.
Florida water.
German silver.
Hungarian caps.
India Rubber.
Indian ink.
Japan paint.
Japanned leather.
Kidderminster carpet.
Manilla envelopes.
Manilla rope.
Milan steel.
Morocco leather.
Paris blue paint.
Paris garters.
Pilsener.
Plaster of Paris.
Portland cement.
Prussian blue.
Roman candles.
Russian braid.
Russian leather.
Saxony wool.
Saxony flannel.
Shetland wool.
Stockholm tar.
Turkish delight (confectionery).
Turkish caps.
Turkish towels.
Windsor soap.

*N.B.*—Most of the above descriptions if applied to goods made in foreign countries would require counter-indication on account of the use of other English words along with the place named, *e.g.*, "French chalk" made in U.S.A. or "Ceylon flannel" made in Japan.

28. It is ruled by section 19A (3) of the Sea Customs Act that when any name on goods is identical with, or a colourable imitation of, the name of, a place in the United Kingdom or British India, that name, unless accompanied in equally large and conspicuous letters and in the

same language and character, by that name of the country in which such place is situate, is to be treated as if it were the name of a place in the United Kingdom or British India.

*Example.*—Boston, in Massachusetts, should be accompanied by the name "United States," or by the initials "U.S.A." or by the word "Massachusetts."

*Delete* from Rule 34 and its marginal note the word "foreign."

*Delete* from Rule 57, line 7, the words "Shawls and."

No. 260—78 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 4th March 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Delhi.

Sir,—I am directed to acknowledge receipt of your letter No. 859-D, dated 16th ultimo, regarding certain amendments of the Merchandise Marks Manual and to state in connection therewith that my Committee consider the said amendments quite satisfactory—I have, etc.,

C. B. SAYER,
Assistant Secretary.

## APPENDIX M-6.

## DEFINITION OF WHISKY AND BRANDY.

BURMA CHAMBER OF COMMERCE,
RANGOON, April 13th 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Definition of "Whisky." and "Brandy."*

Dear Sir,—I am directed to enclose, for such support as you may be able to accord it, a copy of a representation this Chamber has addressed to the Government of India on this subject.—Yours faithfully,

C. A. CUTTRISS,
Secretary.

BURMA CHAMBER OF COMMERCE,

RANGOON, April 13th 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY,

Simla.

Sir,—The Committee of this Chamber have learned with extreme surprise from your letter No. 859-D of February 4th, 1920, that the Government of India have decided not to treat the terms "Whisky" and "Brandy" as privileged local terms, "so that there will now be no objection to the use of these descriptive terms on liquors produced locally, or imported from other countries."

2. So far as this Chamber can discern, the immediate effect of this ruling will be to encourage still further dishonesty, now only too prevalent in the lower strata of the liquor trade, by openly inviting all and sundry to bottle, say, a doubtful mixture of Java spirit or German potato spirit and label it "No. 1 Liquor Brandy"; "Old Vatted Whisky", and so forth, to be palmed off on an unsuspecting public as opportunity offers.

3. Trade of this description can only benefit the unscrupulous bottler at the expense of those who have the misfortune to purchase his concoctions, and it seems incredible that the Government of India should have lent its powerful aid to the furtherance of the sale of what may often be pernicious chemical mixtures which, nevertheless, find a ready sale amongst the unwary and poorer classes, not merely because they are cheap, but because they are sold for what they are not, namely, "Whisky" and "Brandy."

4. Hitherto true Whisky has been regarded as the produce of Scotland and of Ireland; Brandy as the produce of France, and Cognac as the produce of a particular district of France. There is no objection, of course, to the sale of genuine Whisky and Brandy manufactured in any other countries, or in India, provided it is not fraudulently sold as Scotch or Irish Whisky and French Brandy or Cognac; but there is the strongest possible objection, from every point of view, to shady characters being tacitly invited to sell as "Whisky" and "Brandy," a concoction which may bear no true relationship to pure Whisky or Brandy at all.

5. I am, therefore, to urge that the orders of the Government of India on this important matter be reconsidered in the interests of the public and of clean trade.—I have, etc.,

C. A. CUTTRISS,
Secretary.

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No. 871—127 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 8th May 1920.

The SECRETARY, BURMA CHAMBER OF COMMERCE,
Rangoon.

Dear Sir,—I am directed to acknowledge receipt of your letter, dated 13th ultimo, and its accompaniment, regarding the definition of "Whisky" and "Brandy," and to state in reply that, in the opinion of my Committee, the decision of the Government of India not to treat the term "Whisky" as applicable only to spirit of that description made in Scotland or Ireland, and, in the case of "Brandy", only to the manufactures of France, does not appear to be an unreasonable one.

2. My Committee feel there is at present sufficient protection to the public under the Indian Merchandise Marks Act. For example, whisky labelled "Scotch Whisky" is treated as a declaration that it is the produce of Scotland and the importation of whisky labelled "Scotch Whisky" with a counter-indication that it is "Made in Japan" or "Made in Germany" is prohibited as contravening the provisions of the Indian Merchandise Marks Act.

3. Under the circumstances, I am to state my Committee regret they are unable to support your representation on this subject to the Government of India.—I have, etc.,

C. B. SAYER,
Assistant Secretary.

BURMA CHAMBER OF COMMERCE,

RANGOON, May 18th, 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

*Definition of "Whisky" & "Brandy."*

Dear Sir,—I beg to acknowledge, with thanks, the receipt of your letter of the 8th instant on this subject.—Yours faithfully,

C. A. CUTTRISS,

Secretary.

# APPENDIX **M-7.**

## CUSTOMS DUTY ON COTTON EXPORTED FROM THE NIZAM'S DOMINIONS.

THE BURHANPUR TAPTI MILL LD.,

No. 23, MEDOWS STREET, FORT,

BOMBAY, 20th December 1919.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—We beg to hand you enclosed a copy of a letter, dated 16th Inst., and addressed by us to Akiljung Bahadur Sadrul Mahm Sige Tajarat Va Hirfat of Hyderabad State, who is the highest authority of that State, to decide the imposition of customs duty. The facts are fully set out in our said letter, from which you will perceive that the imposition of double the usual duty works a very great hardship to all the cotton merchants and purchasers at Parbhani which is an important cotton centre within the Nizam's territory.

Your association will confer a great obligation on cotton merchants and Mill Owners if the association will kindly promptly approach the British Government to move the Nizam's Government to redress the grievance of the public arising from the unreasonable imposition of the duty.—Yours faithfully,

COWASJEE DINSHAW & BROS.,

Secretaries, Treasurers & Agents.

THE BURHANPUR TAPTI MILL, LD.,
No. 23, MEDOWS STREET, FORT,
BOMBAY, 16th December 1919.

AKILJUNG BAHADUR SADRUL MAHM SIGE TAJARAT VA HIRFAT,
Hyderabad (Deccan).

Sir,—We have the honour to state that we have been purchasing Cotton at Parbhani for our Mills for some time past and owing to shortage of Railway Waggons a large number of bales have been accumulated awaiting booking. Recently a Firman has been issued by the Customs Commissioner Sorab Nawab Zang directing the Customs authority to charge double the usual Customs duty. But the Customs Officer at Parbhani wants to levy this increased duty on our cotton which has been bought and accumulated as aforesaid even before the date of the Firman. This puts us to considerable loss as on the assumption of the cost of our cotton based on the past scale of duty, we have already made sales of cloth to be turned out from this cotton. Moreover, we humbly submit that at least one month's notice should have been given before the putting into force the said Firman.

We wired to you this morning as follows, which we beg to confirm :—

"Firman is issued to Customs Officer Parbhani to double Customs " duty on cotton. He demands this extra duty on our cotton " bought before Firman issued. Were it not for waggon " scarcity, this cotton would have left Parbhani on payment " original duty. We pray for your order not to charge " double duty on this cotton."

.....Burhanpur Mill, Medows Street, Bombay.

Under the above circumstances, we pray that you will be good enough to consider our case and the injustice arising from making the Firman retrospective in effect, and that your honour will be pleased to direct the Customs Officer at Parbhani not to charge the new scale of duty on cotton purchased before the date of the Firman.

Your Honour's early attention will greatly oblige us.—We have, etc.,

COWASJEE DINSHAW & BROS.,
Secretaries, Treasurers & Agents.

No. 491—209 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 15th January 1920.

The SECRETARY, COTTON CONTRACTS BOARD,

Bombay.

Dear Sir,—I am directed to state that a representation has been made to my Committee in connection with a Firman issued by the Customs Authorities in the Nizam's State authorising the levy of double the usual customs duty, the operation of the increased duty to be retrospective.

2. As the matter affects all Bombay cotton merchants buying the Nizam's Dominions, my Committee would be glad to know whether the subject has been brought to the notice of your Board: and, if so, whether you would be good enough to inform them of any action you may have taken or are about to take in the matter.—I am, etc.,

C. B. SAYER,

Assistant Secretary.

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No. 2008 G L-2.

COTTON CONTRACTS BOARD.

OLD CUSTOM HOUSE, CUSTOM HOUSE ROAD,

BOMBAY, 23rd January 1920.

The SECRETARY, CHAMBER OF COMMERCE.

Bombay.

Dear Sir,—Adverting to your No. 45/209, dated 15th instant, I beg to enclose copies of letters addressed to the Secretary to Government, Hyderabad, and to the Political Secretary to the Government of Bombay. My Board will be glad of any support the Chamber of Commerce can give to their representation.—I am, etc.,

G. H. COWAN,

Chairman.

No. 2004 G L—2.

COTTON CONTRACTS BOARD,
OLD CUSTOM HOUSE, CUSTOM HOUSE ROAD,
BOMBAY, 23rd January 1920.

The SECRETARY TO GOVERNMENT, POLITICAL DEPARTMENT,
Bombay.

Sir,—I have the honour to forward copy of a letter addressed by me to the Hyderabad Government in accordance with the wishes of my Board. The Board will be glad if the Government of Bombay can support the representation through the Resident at Hyderabad. The matter is urgent as, the Board is informed, there are considerable stocks of cotton awaiting export.—I have, etc.,

G. H. COWAN,
Chairman.

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No. 2005 G L—2.

COTTON CONTRACTS BOARD,
OLD CUSTOM HOUSE, CUSTOM HOUSE ROAD,
BOMBAY, 23rd January 1920.

The SECRETARY TO GOVERNMENT, REVENUE DEPARTMENT,
Hyderabad (Deccan).

Sir,—The attention of this Board has been drawn to the issue of a Firman by the Government of His Highness the Nizam doubling the export duty on cotton.

I have the honour, on behalf of my Board, to represent that this increase of the export duty in the middle of the cotton season inflicts a heavy loss on these Bombay traders who had bought cotton in Hyderabad for export after entering into contracts in Bombay at prices fixed on the basis of the old export duty. To firms or individuals dealing in hundreds, or even thousands of bales, an additional and unforeseen duty of Rs. 400 on a hundred bales makes a serious difference.

I am to request that this grievance may receive the sympathetic consideration of His Highness the Nizam's Government and that duty be levied at the old rate on cotton bought before the publication of the Firman.—I have, etc.,

G. H. COWAN.
Chairman.

No. 134/49 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 2nd February 1920.

The SECRETARY TO GOVERNMENT, POLITICAL DEPARTMENT,
Bombay.

Sir,—I am directed to inform you that my Committee have received a copy of the letter to Government, dated 23rd January 1920, addressed by the Chairman, Cotton Contracts Board, regarding the recent increase in the export duty levied on Cotton in H. E. H. the Nizam's Dominions.

2. In this connection, I am to state that in view of the fact that the operation of the Firman authorising the increased levy is retrospective in effect, my Committee desire to support the representation made by the Board in regard to the same.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

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No. G. Misc. 809 of 1920.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 3rd April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Subject.—*Enhancement of the export duty on cotton leaving the Hyderabad State.*

Sir,—With reference to your letter, dated 2nd February 1920 on the subject mentioned above, I am directed to forward for the information of the Chamber copy of letter from the Hon. the Resident at Hyderabad, No. 519-P-1, dated 18th March 1920.—I have etc.,

A. H. DRACUP,
*for* Under Secretary to Government.

No. 519—P—1.

Dated Hyderabad Residency, the 18th March 1920.

The SECRETARY TO THE GOVERNMENT OF BOMBAY IN THE POLITICAL DEPARTMENT.

Sir,—With reference to your letter No. 1143, dated the 7th February 1920, regarding the recent enhancement of the export duty on cotton leaving the Hyderabad State, I have the honour to state that the Sadr-ul-Maham in the Political Department of His Exalted Highness the Nizam's Government in a letter dated the 15th March 1920 has intimated that His Exalted Highness' Government have decided to grant a rebate on all purchases of cotton made in the Hyderabad State before the 12th December 1919, provided the exporting parties produce documentary evidence before the Inspector-General of Customs of His Exalted Highness' Government and satisfy him that the cotton intended to be exported was purchased before the recent enhancement of the export duty.

2. The Sadr-ul-Maham has also stated that all applications for the grant of rebate should be submitted within two months from the date of the publication of his letter in the Hyderabad State Jarida (Gazette), to the Inspector-General of Customs whose decision in the matter will be final.—I have, etc.,

L. RUSSELL.
Resident.

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No. 514/49 of 1920.

CHAMBER OF COMMERCE.

BOMBAY, 12th April 1920.

The UNDER SECRETARY TO GOVERNMENT, REVENUE DEPARTMENT, Bombay.

Sir, —I am directed to acknowledge receipt of your letter No. G. Misc. 809, dated 3rd April 1920, upon the subject of the export duty on cotton leaving the Hyderabad State and, in reply, to express the grateful thanks of my Committee for the action taken by the Bombay Government in regard to the matter. —I have, etc.,

C. B. SAYER,
Assistant Secretary.

No. 5151-49. of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 12th April 1920.

The BURHANPUR TAPTI MILL, LTD.

23, Meadow Street, Fort,

Bombay.

Dear Sirs,—With reference to your letter, dated the 20th December 1919, upon the subject of an enhanced duty on cotton exported from H. E. H. the Nizam's Dominions I beg to inform you that, as the result of the representation made by the Chamber and the Cotton Contracts Board, it has been decided to grant a rebate on all purchases of cotton made in the Hyderabad State before the 12th December 1919 provided that satisfactory documentary evidence to that effect is produced before the Inspector General of Customs of H. E. H.'s Government.

2. I am to add that all applications for the grant of rebate should be submitted within two months from the date of the announcement to the above effect in the Hyderabad State Jarida (Gazette), to the Inspector General of Customs whose decision in the matter will be final.—Yours faithfully,

C. B. SAYER,

Assistant Secretary.

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FORBES BUILDING, HOME STREET,

BOMBAY, 20th August 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

*Re : Rebate of excess Customs Duty Paid on Cotton from Hyderabad State.*

Dear Sir,—As you will probably remember, H. E. H. The Nizam's Government decided to allow a rebate of excess Customs Duty on all purchases of cotton from the Hyderabad State prior to the 12th December 1919.

We understand that many firms and mills have now had their claims for same refused as the Inspector-General of Customs refuses to allow this rebate on any cotton that was not purchased against sales, *i.e.*, where it cannot be proved that definite sales were made against the cotton purchased.

You will at once realize that this is very hard on mills and those who purchase for mills, as such purchases are made for actual consumption and there can be no question of sales, the cotton being actually covered by sales of yarn and cloth eventually. Similarly it is more than likely that a good many merchants may have hedged their purchases of cotton grown in the Nizam's Dominions with the Bombay Hedge Contracts.

In any case the Firman referred to cotton purchased previous to the date in question, and did not make any mention of the fact that cotton must have been sold in order to participate in the Rebate. In many cases it must be difficult to prove actual sale and it seems obvious that the spirit of the Firman was to grant a concession without any qualifications, *i.e.*, H. E. H. The Nizam's Government recognised that to impose a sudden heavy increase in Customs duty without warning was unfair and the concession of date was made in consequence.

We should therefore be very grateful if you would take the matter up strongly and do all in your power to help both our interests and those of the other firms and merchants concerned.—Yours faithfully,

*for* FORBES, FORBES, CAMPBELL & CO., LTD.,

V. A. GRANTHAM,

Manager.

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No. 1557/49 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 20th August 1920.

The CHAIRMAN, COTTON CONTRACTS BOARD,

Bombay.

Dear Sir,—With reference to the correspondence resting with your letter No. 3107-GL-2, dated the 6th April 1920, and its accompaniment, regarding the enhancement of the export duty on cotton leaving

the Hyderabad State, I beg to state that I have received recently information to the effect that many claims from firms and mills for rebate, in accordance with the terms of the Sadr-ul-Maham's letter, dated the 15th March 1920, have been refused upon the ground that the purchases to which they relate were not made against actual sales.

2. As I can find no intimation of such a proviso in the letter from the Resident which accompanied your letter above referred to, I shall be glad if you will be good enough to inform me whether the matter has been brought to the notice of your Board and, if so, as to the nature of any action you have taken or intend to take in the interests of the trade generally.

3. I may add that my Committee did not pursue the matter further after the receipt of your letter as they presumed that, in the absence of any advice from your Board to the contrary, the concession made by H. E. H. the Nizam's Government was satisfactory.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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No. 5075/G L-2.

OLD CUSTOM HOUSE, CUSTOM HOUSE ROAD.
BOMBAY, 30th August 1920.

The UNDER SECRETARY TO GOVERNMENT, REVENUE DEPARTMENT,
Bombay.

Sir,—With reference to Mr. Under Secretary Knight's letter, No. G. Misc.-809, dated 3rd April 1920, I have the honour to forward a copy of a letter received from Messrs. Forbes, Forbes, Campbell on the subject of the increased export duty on cotton levied by the Government of His Exalted Highness the Nizam.

In my letter, dated 23rd February 1920 to the Secretary of the Hyderabad Government of which I forwarded a copy to the Political Department I specified as a case of particular hardship the imposition of the excess duty on cotton already bought in Hyderabad and resold in Bombay. The Firman issued by the Hyderabad Government did not restrict the refund of duty to such cases, but undertook to grant it in the case of all cotton bought in Hyderabad before the

announcement of the increase in duty. Mills and other Bombay importers who bought Hyderabad cotton before the excess duty was imposed did so on the understanding that the cotton delivered in Bombay would cost them a certain sum. It is a hardship that they should have to pay the excess duty because they cannot prove a resale of the cotton in Bombay prior to the imposition of the duty ; and this proof which is now being demanded is not insisted on in the Firman allowing a refund.

The Cotton Contracts Board request that a representation be made to the Government of His Exalted Highness for a grant of the refund of duty in all cases in which it is proved that the cotton was bought by exporters in Hyderabad before the imposition of the excess duty was announced.—I have, etc.,

G. H. COWAN,
Chairman.

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No. 5103/G L-2.

Copy forwarded with compliments to the Acting Secretary, the Chamber of Commerce, for information with reference to his letter dated 20th August 1920.

D. MEHTA,
Secretary.

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No. 1679/49 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 14th September 1920.

The UNDER SECRETARY TO GOVERNMENT, REVENUE DEPARTMENT,
Bombay.

Sir,—I am directed to refer to your letter, No. G. Misc-809, dated the 3rd April 1920, upon the subject of the enhancement of the Export Duty on Cotton leaving the Hyderabad State and in connection therewith to state that my Committee have received a copy of the further representation made by the Chairman, Cotton Contracts Board, in his letter No. 5075/GL/2, dated the 30th August 1920, addressed to your Department.

2. As my Committee are of opinion that the recent decision of H. E. H. the Nizam's Government nullifies the effect of the concessions notified in your letter above referred to, I am to state that they desire again to support the representation made by the Cotton Contracts Board in the same behalf.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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REVENUE DEPARTMENT,
SECRETARIAT, FORT, BOMBAY,
Dated the 1st October 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Subject.—*Rebate of increased export duty on cotton levied by His Exalted Highness the Nizam's Government.*

Sir,—With reference to your letter No. 1679-49, dated 14th September 1920, I am directed to inform you that the Hon. the Resident at Hyderabad has been requested by this Government to address His Exalted Highness the Nizam's Government again in the matter with a view to the removal of the restriction complained of.—I have, etc.

H. F. BALL,
Under Secretary to the Government of Bombay,
Revenue Department,

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# APPENDIX **N-1.**

## ADMINISTRATION OF RAILWAYS IN INDIA.

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No. 405-F.-19.

GOVERNMENT OF INDIA.
RAILWAY DEPARTMENT (RAILWAY BOARD).
SIMLA, the 9th October 1920.

### RESOLUTION.

In conformity with the announcements made in the Indian Legislative Council on the 25th February and 2nd September, 1920, a Committee will shortly be appointed to consider, and advise Government on certain matters connected with the administration of railways in India.

2. An announcement will be made in due course of the constitution and place of assembly of the Committee. In the meantime, to enable interested parties to formulate their views, it is considered desirable to publish for general information the Terms of Reference which have been framed in consultation with the Secretary of State for India; they are as follows :—

*Terms of Reference.*

(1) To consider, as regards railways owned by the State, the relative advantages, financial and administrative, in the special circumstances of India, of the following methods of management :—

(*a*) direct State management;

(*b*) management through Company domiciled in England with a Board sitting in London;

(*c*) management through Company domiciled in India and with a Board sitting in India;

(*d*) management through a combination of (*b*) and (*c*);

and advise as to the policy to be adopted as and when the existing contracts with the several Railway Companies can be determined. (In considering the question of the East Indian Railway, the Committee will take note of the decision to remove the management of that railway to India, which was arrived at when the contract with the present Company was extended on the amended terms in 1919).

(2) To examine the functions, status and constitution of the Railway Board, and the system of control exercised by the Government of India over the Railway Administration, and to recommend such modifications, if any, as are necessary for the adequate disposal of the Railway business of the Government.

(3) To consider arrangements for the financing of railways in India and in particular the feasibility of the greater utilization of private enterprise and capital in the construction of new lines.

(4) To report whether the present system of control by Government of rates and fares and the machinery for deciding disputes between railways and traders are satisfactory and, if not, to advise what modifications are desirable.

(5) To make recommendations that may seem germane to the enquiry.

3. Pending the further announcement referred to in paragraph 2 of this Resolution, and the institution of enquiries by the Committee itself, any expression of opinion which it may be desired to offer upon the subject matter of the Committee's investigation may be addressed to the Secretary, Railway Committee, care of the Railway Board, Simla, for communication in due course to the Committee.

ORDER.—That a copy of this resolution be forwarded to each Local Government and Administration, to Railway Administrations and to Chambers of Commerce and similar bodies, and that the Resolution be also published in the *Gazette of India*.—By order, etc.

S. TOMKINS,
Joint Secretary, Railway Board.

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No. 1.

GOVERNMENT OF INDIA.
RAILWAY DEPARTMENT (RAILWAY BOARD).
DELHI, 13th November 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I beg to invite attention to the Railway Board's Resolution, No. 405-F.-19, dated the 9th October 1920 (published in the *Gazette of India*, Part I, of that date, and copy also forwarded to you) in which the Terms of Reference of the Railway Committee were announced. Pending the assembly of the Committee in India it is impracticable to indicate particular points to which it may wish to invite special attention; but as the time available between the issue of any questionnaire that may be approved and the recording of evidence will necessarily be very limited, it is suggested that your Committee might consider at once the main issues involved, and select one or more representatives who will be available for the purpose of giving evidence.

2. It is hoped that it will be possible within a very short time of the assembly of the Committee to furnish you with the proposed tour programme together with a list of questions for written evidence.—Yours faithfully,

T. RYAN,
Officer on Special Duty, Railway Committee.

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No. 2.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT (RAILWAY BOARD),

DELHI, the 2nd December 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Sir,—In anticipation of the assembly of the Indian Railway Committee a questionnaire has been prepared with a view to eliciting the opinions and recommendations of parties interested in the subject of the Committee's enquiry. I enclose 20 copies of this document and am desired to request that written replies may kindly be sent to me, for the Committee's consideration, at as early a date as possible.

2. It will be observed that for convenient reference verbatim extracts have been reproduced, at the head of each section of the questionnaire, from the Committee's Terms of Reference which were published in the *Gazette of India* on the 9th October 1920.

3. The Committee is expected to assemble in Calcutta on the 15th December 1920, and its tour programme will be published as soon as possible after that date.

4. In preparing and circulating the questionnaire in anticipation of the assembly of the Committee the procedure indicated in my letter to your address, No. 1, dated 13th November 1920, has been modified in order to prevent loss of time.—By order,

T. RYAN,
Officer on Special Duty,
Indian Railway Committee.

## INDIAN RAILWAY COMMITTEE. 1921.

### QUESTIONNAIRE.

*Notes.*

(*a*) This questionnaire is issued in anticipation of the assembly of the Committee.

Terms of Reference.

(*b*) The terms of Reference of the Indian Railway Committee have already been published for general information. Suitable extracts from them are reproduced for convenient reference at the head of each of the sections of the following questionnaire.

Invitation of written evidence.

(*c*) Individuals and representatives of bodies interested in the subject-matter are invited to furnish replies to the following questions, together with any further observations which they may consider desirable.

Oral evidence.

(*d*) The Committee will invite witnesses who have furnished written evidence and others, as far as may seem desirable, to supplement their information by means of oral evidence.

Publication of evidence.

(*e*) It is expected that the notes and evidence received will be published, but care will be taken to exclude from publication any portions of the evidence tendered which may be clearly marked as *confidential*. Each witness will be invited to peruse and correct the draft summary of his oral evidence before it is printed.

General.

(*f*) It is not expected that the whole of the following questionnaire will be answered by every witness. The range of the Committee's enquiry renders it probable, on the contrary, that few individuals will be in a position to deal with all the subjects touched upon.

### QUESTIONNAIRE.

*Part I.—The management of railways owned by the State.*

[Extract from Terms of Reference :—

"(1) To consider as regards railways owned by the State, the relative advantages, financial and administrative, in the special circumstances of India, of the following methods of management :—

(*a*) direct State management ;

(*b*) management through Company domiciled in England and with a Board sitting in London ;

(*c*) management through Company domiciled in India and with a Board sitting in India;

(*d*) management through a combination of (*b*) and (*c*);

and advise as to the policy to be adopted as and when the existing contracts with the several Railway Companies can be determined. (In considering the question of the East Indian Railway, the Committee will take note of the decision to remove the management of that railway to India, which was arrived at when the contract with the present Company was extended on the amended terms in 1919)."}

*Question No.* 1.—Do you consider that railways owned by the State should be managed directly by the State, or by companies on a profit sharing basis?

Please give reasons for your reply, mentioning the systems of management of which you have had personal experience, and the nature of that experience (*e.g.*, whether as a member of the commercial community, of the travelling public, etc., etc.)

*Question No.* 2.—If you advocate the continuance of any one of the existing systems of management, would you propose any, and, if so, what modifications in it?

*Question No.* 3.—If you advocate management by companies, do you recommend that such companies should be domiciled in India, or in the United Kingdom? Please give your reasons for your opinion.

*Question No.* 4.—Do you consider that the existing system of allowing the working Companies an interest in the undertaking entrusted to them, by allowing them to hold a relatively small share of the capital, and to receive a proportionate share of the net earnings, is a suitable and sufficient method of giving them an interest in the undertaking; or what alternative would you suggest?

*Question No.* 5.—With regard to management by companies domiciled in the United Kingdom it is sometimes urged that the Directors are out of touch with Indian conditions and requirements and that undesirable delay sometimes occurs in settling references. If you recommend management by such companies how do you meet this criticism?

*Question No.* 6.—In the event of railway companies being domiciled in India how would you suggest that the Boards of Directors should be constituted? How do you suggest that the paramount interest of Government in the railways should be safeguarded?

*Question No.* 7.—Do you consider that there will be any lack of continuity in a Board domiciled in India? Do you consider that sufficient continuity would be secured by a permanent Chairman nominated by the Government skilled in railway work? Do you consider that the other Members of the Board need be skilled in railway work?

*Question No.* 8.—In the case of companies domiciled in India, is it necessary to consider the possibility of otherwise suitable Directors being so actively interested in particular industries or areas as to prejudice their impartiality?

*Question No.* 9.—What is your opinion of the suggestion that the systems of management by companies domiciled in England and by companies domiciled in India, might be combined? If you consider this idea practicable and desirable please indicate the broad outlines of the scheme by which you think it might be carried into effect.

*Part II.—The Railway Board, and the Government of India's control.*

[Extract from Terms of Reference:—

"(2) To examine the functions, status and constitution of the Railway Board, and the system of control exercised by the Government of India over the Railway Administration, and to recommend such modifications, if any, as are necessary for the adequate disposal of the Railway business of the Government."]

*Question No.* 10.—Do you consider the system of control by means of a Railway Board satisfactory; if not, what alternative do you propose?

*Question No.* 11.—If you consider that control by means of a Board is desirable, how do you consider that that Board should be constituted; and have you any recommendations to make as regards the Board's subordinate officers?

*Question No.* 12.—With regard to the functions exercised by the Board, do you consider that the exercise of these in practice is satisfactory or extends either to insufficient or to unnecessary detail? Please give reasons and instances in support of your views.

*Question No.* 13.—Do you consider that the Railway Board possess adequate powers of control over railway administrations to enable them to deal effectively and expeditiously with matters relating to the requirements of the travelling public and of trade?

*Question No.* 14.—Do you consider that the powers of control in such matters already possessed by Government have been sufficiently exercised in the public interests?

*Question No.* 15.—Do you consider that the powers entrusted to the Railway Board need enlargement or modification in any direction not already indicated in reply to preceding questions?

*Question No.* 16.—Do you consider that the present status of the Railway Board *vis á vis* the Government of India is satisfactory; and if not, what changes do you suggest?

*Part III.—Railway Finance.*

[Extract from Terms of Reference:—

"(3) To consider arrangements for the financing of railways in India and in particular the feasibility of the greater utilization of private enterprise and capital in the construction of new lines."]

A. Sufficiency of funds.

*Question No.* 17.—Do you consider that the supply of funds for railway purposes has hitherto been adequate? Please distinguish, if possible, in your reply between the provision of funds for (*a*) new construction, and for (*b*) the maintenance, and (*c*) the improvement of existing railways.

B. The use of such funds as are available.

*Question No.* 18.—Do you consider that the policy hitherto adopted of devoting the greater part of the available capital funds to the improvement of equipment and rolling-stock of existing railways, and of devoting only a relatively small portion to the purposes of railway extension, has been satisfactory, and is sound in principle?

C. Extent of further demands.

*Question No.* 19.—If you are of opinion that funds are required on larger scale than hitherto provided, what in your opinion is the approximate amount that should be provided annually for capital purposes?

D. Sources of supply.

*Question No.* 20.—Do you consider that the capital funds required should be raised both in India and in the United Kingdom ?

B. Borrowing in India.

*Question No.* 21.—As regards borrowing in India ; do you consider that the existing* arrangements for supplementing, by means of the Branch Line Terms,* the Government of India's resources for railway construction are adequate ; if not, what modified, alternative or supplementary provision do you suggest ?

* See Railway Administration Report, 1918-19, Volume II, Appendices 32 *et seq*

*Question No.* 22.—Assuming that new methods of raising capital for railway purposes must be sought, what do you think of the suggestions that they should be raised :—

(*a*) by means of ordinary or preference share capital ;

(*i*) of working companies ;

(*ii*) of subsidiary companies associated either with the main working companies, or with the State in the case of lines directly worked by the State.

(*b*) By means of railway debenture capital raised :—

(*i*) by the working companies, or

(*ii*) by the Government of India.

(*c*) By terminable bonds ?

*Question No.* 23.—Can you suggest other methods of supplementing the existing system of providing funds for railway purposes ?

*Question No.* 24.—Can you give an estimate of the amount that could be raised by any of these methods in India or England respectively ?

*Question No.* 25.—Please indicate your views as to the probability of borrowing by these methods interfering with the success of ordinary Government borrowings ?

*Question No.* 26.—The Railway Capital Programme depends on the power of the Government of India to provide finance either by borrowing or from its balances ; similarly, the general revenue position of the Government of India exercises some influence on the allotments for expenditure on Revenue Account.

(*a*) Do you consider that this has been, and is, detrimental to railway improvement and development ?

(*b*) In view of the increased rate of interest at which capital can be raised, do you consider that railway rates should generally be raised, if necessary, so as to prevent railways from being a burden on the general tax-payer? Can you give a rough estimate of the percentage by which rates and fares might be raised, if so required?

*Question No.* 27.—The following statements indicate the results secured, by State-owned and managed, and by State-owned, but Company-managed, railways, respectively, during recent years:—

*I.—State-owned and managed.*

| Year. | Nett Earnings. (Rs. lakhs.) | Percentage of nett earnings on capital. | Interest and other charges against nett earnings. (Rs. lakhs.) | Clear profits to Government. (Rs. lakhs.) | Percentage of nett profit on capital. |
|---|---|---|---|---|---|
| 1916-17 .. | 808·24 | 5·18 | 566·73 | 241·51 | 1·55 |
| 1917-18 .. | 1,029·41 | 6·39 | 593·05 | 436·36 | 2·71 |
| 1918-19 .. | 913·73 | 5·58 | 596·82 | 316·91 | 1·93 |

*II.—State-owned, but Company-managed.*

| Year. | Nett Earnings. (Rs. lakhs.) | Percentage of nett earnings on capital. | Companies share of surplus profits. (Rs. lakhs.) | Other charges (for interest, etc.) (Rs. lakhs.) | Clear profits to Government. (Rs. lakhs.) | Percentage of profits on capital. |
|---|---|---|---|---|---|---|
| 1916-17 | 2,489·58 | 6·34 | 115·57 | 1,483·25 | 890·76 | 2·27 |
| 1917-18 | 2,726·91 | 7·01 | 149·16 | 1,523·49 | 1,054·26 | 2·71 |
| 1918-19 | 3,004·30 | 7·70 | 189·63 | 1,514·93 | 1,299·74 | 3·33 |

Do you consider these results satisfactory to the State and to the public ?

At what additional figure, if any, would you estimate the indirect advantages to Government, attributable to railways through the development of areas served by them ?

*Question No.* 28.—Have you any criticisms and recommendations to make with regard to the existing annual budget system, under which, funds being allotted to each railway for expenditure within a particular year, any such sum as is not actually expended during that year "lapses" to Government notwithstanding the fact that liabilities may definitely have been incurred (*e.g.*, stores may have been ordered but not paid for owing to deferred delivery), with the consequence that a first claim is established upon the grant made for the following year.

(*N.B.*—In answering the question please bear in mind the recorded opinion of the Indian Railway Finance and Administration Committee of 1907, who noticed that in deciding on the allotment to be made in any year for railways the Government take account of any improvement in the financial position owing to the occurrence of "lapses" in the preceding year, and that consequently any lapsed grant is really, even if not manifestly, re-allotted. The Committee observed that :—

> "The whole arrangement works back to the fundamental principle that the Government of India provides as much in each year as it possibly can, all things considered, for expenditure on railways, and distributes that money in the way which it conceives to be most advantageous for the country as a whole.")

*Question No.* 29.—Do you consider that the existing arrangements for regulating expenditure in England, with reference to the grants allotted, are satisfactory, if not, what modifications do you suggest ?

*Part IV.—Government Control of rates and fares : Settlement of dispute.*

[Extract from Terms of Reference :—

> "(4) To report whether the present system of control by Government of rates and fares and the machinery for deciding disputes between railways and traders are satisfactory, and if not, to advise what modifications are desirable."]

*Question No.* 30.—Do you consider that Government exercise adequate control over railway administrations in respect of rates and fares ?

*Question No.* 31.—Do you consider that the powers in this respect delegated to railway administrations have been wisely used in the interests of the public ; if not, quote instances to the contrary ? In case of dissatisfaction with the action of railway administrations please quote specific instances mentioning whether these have been referred, with a view to rectification—

(*a*) to the railway administrations concerned, or

(*b*) to the Railway Board,

and, if so, with what results.

*Question No.* 32.—Do you approve of the machinery provided by the Indian Railways Act (Chapter V) for the appointment of Railway Commissions to settle disputes between railway administrations and traders ; if not, what alternative do you suggest ?

*Question No.* 33.—Have you any recommendations, not directly covered by the foregoing questions, bearing on the relations between the public and the railways ?

*Part V.—General.*

[Extract from Terms of Reference :—

"(5) To make recommendations that may seem germane to the enquiry."]

*Question No.* 34.—Is the carrying capacity of the various railways, in your opinion, adequate to the requirements and needs of the various industries served by them ? If not, what, in your opinion, is the reason of the failure and what means would you suggest to remedy this defect.

*Question No.* 35.—Please add any other remarks which you think called for in respect of the subject-matter of the Committee's enquiry.

No. 2544/211 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 23rd December 1920.

T. RYAN, ESQ., C.I.E.,

OFFICER ON SPECIAL DUTY,

INDIAN RAILWAY COMMITTEE,

"BELVEDERE,"

Allipore, Calcutta.

Sir,—I am directed to refer to your letter, No. 1, dated the 13th November 1920, in which my Committee are invited to consider the main issues involved in the Terms of Reference of the Indian Railway Committee and, in reply, to address you in regard to each specific term in the order in which it appears in the Railway Board's Resolution, No. 405/F-19, dated the 9th October 1920 .

"(1) To consider, as regards railways owned by the State, the relative advantages, financial and administrative, in the special circumstances of India, of the following methods of management :—

(*a*) direct State management ;

(*b*) management through Company domiciled in England and with a Board sitting in London ;

(*c*) management through Company domiciled in India and with a Board sitting in India ;

(*d*) management through a combination of (*b*) and (*c*) ;

and advise as to the policy to be adopted as and when the existing contracts with the several Railway Companies can be determined."

My Committee prefer to regard the question of direct State management as a separate subject, as, in their opinion, the other methods of management permit of joint consideration. In that connection they are of opinion that, from the standpoint of administration, State management cannot be regarded as advantageous as it tends to remove the element of competition so necessary, from the public point of view, to the development of railways and introduces what may best be described

as the political element into the administrations concerned. Under such management my Committee feel that decisions affecting important questions of staff management, such as appointments and promotion, are liable to be influenced, in the first case, by extraneous political considerations and, in the second, by the seniority of the individuals rather than their efficiency.

The relative advantages of the two methods from the financial point of view have also been considered, but my Committee can observe no undue advantage on either side.

My Committee, for the reasons above indicated, favour the adoption of the principle of Company rather than State management in the case of all Railway administrations in India, with the exception of any railway serving a strategical frontier such as the North-Western Railway.

With regard to the question of the location of the Board of Directors in the case of Company managed railways and the alternatives suggested in Sections (*b*), (*c*) and (*d*), my Committee are of opinion that a combination of (*b*) and (*c*) is to be preferred.

The exact manner in which the two methods should be combined has been the subject of considerable discussion and my Committee are disposed finally to recommend the adoption of the following scheme :—

(1) The retention of a Board in London of the same strength as at present.

(2) The institution in India of an Executive Board or Committee.

(3) The powers to be delegated to the Indian Board may be generally described as those relating to questions of local policy—other than those connected with new construction —and administration.

(4) The personnel of the Indian Board to consist of the Agent one of the Directors of the Home Board and a suitable representation of the community of the place in which the Board is located.

My Committee are of opinion that the value of such a Board in India as above described will be particularly apparent in the settlement of abour disputes, the recurrence of which for some time to come is to be feared. They attach, also, considerable importance to the Directors

of the Home Board serving on the Indian Board in rotation, partly because of the difficulty likely to be experienced otherwise in finding suitable members locally, but more specially for the reason that there will always be a member on the Home Board whose experience of Indian conditions is of reasonably recent date. In this way the principal argument against a Board located at home, namely, that it is out of touch with Indian conditions, will lose a great deal of its force.

"(2) To examine the functions, status and constitution of the Railway Board, and the system of control exercised by the Government of India over the Railway Administration, and to recommend such modifications, if any, as are necessary for the adequate disposal of the Railway business of the Government."

With the object of establishing a control which will ensure a more confident and enterprising policy of railway expansion, an improvement in administrative methods and a rapid disposal of business, my Committee consider that it is essential that the Railway Board should be endued with fuller authority to manage railways on commercial principles and that it should be freed from all unnecessary restrictions especially in regard to railway finance.

In the opinion of my Committee, therefore, the first step necessary is to give the Railway Board complete control, under the Government of India, of the arrangements for financing railways, both as regards Capital and Revenue. My Committee realise that such a step will entail the removal of all control by the Finance Department of the Government of India of the Railway Budget, but as the result will be the utilisation of surplus railway earnings for railway development to a greater extent, and in a more enlightened manner than at present, they are definitely in favour of the change.

On the assumption that the Railway Board will be granted complete financial control, as envisaged above, and with a view to the recognition of the paramount importance of railways in the development of India, my Committee consider that the President of the Railway Board, as head of the Railways, should have an extensive knowledge of railway policy and practice and that he should be a Member of the Viceroy's Executive Council. They consider, further, that the President should be supported by a Board composed of men selected for their technical

capabilities and representing the various branches of Railway administration and that, if necessary, the number of members of the Board should be increased to allow of such representation.

"(3) To consider arrangements for the financing of railways in India and, in particular, the feasibility of the greater utilisation of private enterprise and capital in the construction of new lines."

Before proceeding to consider the various specific means by which the Capital required for railway development may be raised my Committee desire me to state, as their unanimous and considered opinion, that, in view of the serious deterioration experienced on Indian railways on account of the War and the urgent need for improved facilities and new construction, no source from which such Capital may be raised should be neglected.

Subject to the conditions noted below, my Committee desire to recommend the adoption of the following methods of raising the Capital required for financing railways in this country, in addition to the utilisation of surplus earnings for railway purposes :—

1. By the State—by Government Loans ;
2. By the Railway Companies—by (*a*) the issue of Sterling Capital in London ;

   by (*b*) the issue of Rupee Capital in India ;
3. By private enterprise.

As a condition precedent to the adoption of the foregoing methods of borrowing my Committee desire strongly to urge that a programme of the requirements of railways for a period of not less than 5 years be drawn up.

Secondly, with regard to 1, my Committee are strongly of opinion that, in the event of Government raising the money themselves as a part of their general borrowings, the proportion to be raised for railway purposes should be fixed beforehand and credited into the railway account and held available to be drawn upon as required under the programme. The sole authority for the disposal of such money would then be the Railway Board as reconstituted in accordance with my Committee's previous recommendations.

With regard to 2, my Committee desire me to point out that, if permission is granted to railway companies to raise Sterling Capital in London, such a contingency would be a point in favour of the retention of the London Boards.

In connection with 3, my Committee are of opinion that the utilisation of private enterprise and capital for the construction of new lines should be encouraged and that, to this end, the terms granted to promoters should be revised in accordance with the altered conditions of the present value of money.

"(4) To report whether the present system of control by Government of rates and fares and the machinery for deciding disputes between railways and traders are satisfactory, and, if not, to advise what modifications are desirable."

My Committee consider that the present control by Government over rates, involving as it does the fixing of maximum passenger fares and the classifications of the various items of goods traffic, together with the minima and maxima to be charged for those classes, is adequate and they are unable to suggest any modifications in respect thereto.

My Committee are also of opinion that the existing machinery for deciding disputes between railways and traders is satisfactory and they feel that, if the Railway Board were given more power of control, it would only result in the Board having to deal with a number of appeals, the majority of which, it would be found on investigation, ought not to have been referred to that body. Such procedure would not only hamper their administration, but would also increase the expenses of their office. In arriving at the above decision my Committee have taken into considaration the fact that, in ordinary cases, the Courts of Law are open to the claimants when the latter feel they are not able to obtain satisfaction from the railway and that recourse to the Commission for which provision is made in Chapter V of the Railway Act is only necessary in such cases, comparatively few in number, as cannot be disposed of in the Courts of Law.

"(5) To make recommendations that may seem germane to the inquiry."

My Committee are of opinion that the whole ground of the present enquiry is covered by their recommendations in regard to the preceding terms of reference and they do not desire to make any further suggestions under the above head.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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*Extract from issue of the "Times of India," dated 2nd February 1921.*

RAILWAYS COMMITTEE.

EUROPEAN COMMERCIAL VIEW.

The Indian Railways Committee met again on Tuesday, 1st February 1921, at the Secretariat, Bombay, Sir William M. Acworth presiding. Only one witness, Mr. H. P. W. Macnaghten, Deputy Chairman of the Bombay Chamber of Commerce, was examined. He placed before the Committee the views of the Committee of the Chamber, who were of opinion that the principle of Company rather than State management in the case of all railway administrations in India, with the exception of any railway serving a strategical frontier such as the North-Western Railway, should be adopted. They also favoured the retention of a Board of Directors in London of the same strength as at present and the institution in India of an executive board or committee. They also suggested that the Railway Board should be given complete control, under the Government of India, of the arrangements for financing railways, both as regards capital and revenue.

*Railway competition.*

Questioned by the Chairman, Mr. Macnaghten said the Bombay Chamber of Commerce had a few Indian and a few Japanese members. The Indians were capable of being full members. With regard to the statement that "State management could not be regarded as advantageous as it tended to remove the element of competition so necessary, from the public point of view, to the development of railways, etc," the witness was asked to explain the extent of competition. The witness said, so far as Bombay was concerned, there were two routes to Delhi and two to Calcutta. The Chamber thought it was just as well that there should be some competition between the two routes.

The Chairman : You would like to keep what you have ?

The witness : Yes.

Would you suggest that it is desirable that there should be a new route from Calcutta to Delhi too ?—I think, if a company is willing to take up that route as sound financial investment, it would be for the good of the country.

Asked by the Chairman whether from the point of view of India as a whole he would prefer to spend money on building a railway for the development of a new area in the country, or would prefer to spend it on duplicating the facilities which already existed, the witness said in the present state of affairs he would rather spend money on improving facilities that already existed.

*Local Boards.*

Coming to the question of the retention of the board of directors in London, the witness told the Chairman that the Indian board or committee should exercise those powers delegated to them by the London board. At the present moment, he understood, the London board delegated certain powers to its Agent.

The Chairman : What should be the position of the executive committee here ? The same as that of the Agent ?

The witness : Yes, with very considerably extended powers.

Proceeding, the witness said these powers could be definitely delegated. The London board should control the main questions of policy, and the local board should have considerable powers of administration. He considered the question of increasing wages should be left to the executive committee here. The local administration, whether vested in the Agent or in the local board, must be administered locally in any case. He thought the best way to settle labour disputes was to leave the matter in the hands of one man, who should have behind him the authority of the local board, who knew local conditions. In practice the Agent and the local board would agree. If they did not agree they would have to go on discussing the matter until they found a *modus vivendi.*

The Chairman : And the staff in the meanwhile remaining on strike ?

The witness : The staff will remain on strike until the responsible body has come to some conclusion.

Who is the responsible body ?—The local board.

Then the Agent is to be under the control of the local board, and also the settlement of the staff question ?—I think so.

*Public Opinion.*

People who want State management have told us that the advantage of having a board in India will be that it will be accessible to public opinion. Suppose, if you had a local board of the G. I. P. Railway, it would be accessible very much to the Bombay public opinion ?—Yes. That is one way of putting it. Another way of putting it is that it will be in touch with local conditions.

It has been alleged that the London board cares for nothing, but dividends. I don't say this is true, but it is the charge that is made. Now, if the local board in touch with local conditions, say that prices have gone up and men should have more wages, and if the London board object, will there not be a petty element of fight between the two bodies ?—I think the London board must leave these questions of administration to the local board.

Now, look at the point of view of the London shareholders. They will say : " We have invested our money under the control of the London Board and you put the control of dividends in the hands of the local board, who are not in touch with the shareholders and who are accessible to local pressure. We do not like that. That was not in the bargain when we put in our money." What is your answer to that ?—My answer to that is that in any case if the settlement of these matters is left to the London Board, then the London Board should act on the recommendations of the Agent or involve the whole system in the strike. They would be in a much better position if they had a strong enough body locally to which they can delegate the whole of that responsibility.

The Agent at present is the servant of the London board and if he manages unwisely they can dismiss him ?—Yes.

Can they dismiss the local board ?—No. I think the local board ought to be independent to that extent.

*Railway Disputes.*

Referring to a statement that by the removal of the control of the Finance Department the utilization of surplus railway earnings for

railway development would take place in a more enlightened manner the Chairman asked what was the unenlightened manner to which the witness objected. The witness said the unenlightened manner was practised by the Government of India, which was particularly obvious in 1918-19, when all the profits were used to pay themselves dividends, and nothing was put back in the business. As to raising rupee capital, the witness said he would begin by going to the Government of England and asking them if they would pass a Special Act exempting Indian shareholders from the income-tax. As to rates and fares, the witness did not think that the Railway Board was the best body to decide disputes with railways. The existing machinery for deciding disputes between railways and traders was satisfactory.

Questioned by Sir H. Ledgard, the witness said he considered it a business principle to increase the rates so that the revenue balanced with the expenditure and the State was not called upon to raise separate taxation to meet the deficiency. He felt the railways at present had reasonable grounds to increase their rates on certain commodities. There could be very little doubt that the railways having access to Bombay during the last few years had not had sufficient facilities to meet reasonably their requirements of traffic. During the last eight or ten years the Chamber had received complaints from its members and it had represented matters to the railways concerned and also to the Railway Board. As a result of their continued representations, the general situation had improved, but it was very much behind what it was 8 or 10 years ago.

*Question of Efficiency.*

Replying to Mr. Sastri, the witness, in explaining the statement that under State management decisions affecting important questions of staff management were liable to be influenced by extraneous political considerations and by the seniority of the individuals rather than efficiency, said he was not in the least afraid of the introduction of the Indian element into the higher branches of the railway service. The sooner they got qualified Indians for these posts the better it would be. He did not want incompetent people to be put in.

Mr. Sastri: So that to the extent of efficiency you are prepared to see that Indians get their due share of the service ?

The witness: Yes, as far as efficiency allows.

Do you think the State is inclined to let the service deteriorate to the point of inefficiency more than the private companies ?—I think so.

Do you mean that by the introduction of the Indians into the judicial branch that service has deteriorated ?—Not in the least.

Or in the executive line ?—No, not in the least.

In the railways you see Indians occupy high posts in the audit department ?—Yes.

Then where does your fear come in ?—I have no fear.

Certainly you are not afraid of the political element. If the State has allowed Indians to come in without loss of efficiency, why do you single them out as something to be avoided ?—It does not trouble me in the very least to think that the State has put in efficient Indians into the railways. What does trouble me is that it is the accepted tendency of the State management to put in inefficient people. There are quite as many inefficient Europeans as inefficient Indians. I am thinking of all inefficient people.

Mr. Sastri : I now see your point.

*Local Companies.*

Sir A. R. Anderson then examined the witness. He told the witness that, in the case of the main guaranteed railway company, they had the Government of India as the predominant partner and the London company as the junior partner. Supposing, in order to raise money locally for the concern and to get the co-operation of the Indians of standing in the management, they formed a local company under the Government of India in agreement with the London company. Then they would have three partners. He asked if such an arrangement as that would be feasible. The witness said he did not see any very great difficulty in that. The London company might in that case delegate some of its powers to the local company. He thought if the income-tax difficulty could be got over it would be extremely satisfactory to raise capital in India under such arrangement.

Questioned by Sir H. P. Burt, the witness said the railway companies dealt with the Chamber's complaints in a way with which they were quite satisfied. They did not say that everything was perfect.

Replying to Mr. Hiley, the witness said he would give the Indian board control in regard to all questions of administration. By this he meant local management of the line. He would give it control over the Agent.

Mr. Hiley. If it had control over the Agent, what would be left for the London board ?

The witness : The London board would discuss all important questions of serious policy on technical questions.

Replying to Mr. Tuke, who pointed out that by having two kinds of capital the question would arise as to who should appoint the Agent, the London company or the Indian company, the witness said there were great difficulties in the way of having separate Indian companies all round.

*Expert Directors.*

Replying to Mr. Purshotamdas Thakurdas, the witness said he wanted to retain the London board firstly for the purpose of raising money, and, secondly, because they could there get the best expert opinion on all questions of technical matters. They must have the final say resting with the London board which would be in touch with the best expert opinion on technical matters. Then there was also the question of buying stores. If one said a London board was not essential for the raising of capital he would not agree. If Sir Marshall Reid told the Committee in London that a London board was not essential in that connection, it was obvious there was a difference of opinion.

Mr. Purshotamdas remarked that big bodies in India like the Bombay Port Trust had no boards in London. They had their Consulting Engineer. Several big public bodies and commercial firms in India did not think it necessary to have a board in London. He also referred to the firm of Tatas who had no London board.

The witness said the Tatas had not got a board in London, but, on the other hand, they had responsible partners in the firm meeting the experts on technical questions in London.

Mr. Purshotamdas suggested that if expert Directors could come to India for a year by rotation and could stand the Indian climate for one year, and as they had six big railways in India it would be possible

to constitute a board in India made of experts drawn one from each of the six boards in London. He added this alternative might solve the whole difficulty about the anxiety to have experts in India.

The witness said it would be difficult to start a full board.

Mr. Purshotamdas. We may get out of that difficulty by having one Director from each board and forming a full board ?

The witness. You can get one member for each board, but the remaining members of the boards would have no knowledge of railway management.

The witness further said the difficulty would be about getting experts on technical matters. There would be no difficulty about getting men possessing commercial knowledge, but it would be difficult to get them to do the amount of work that would be necessary as it was suggested to get only one expert from the London board and to have the rest from the commercial community.

The Chairman said that in England they did work corresponding to a day a month.

The Committee adjourned till the 2nd February 1921.

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# APPENDIX **N-2.**

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## RAILWAY FINANCE.

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No. 75-A. C.

ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,

ROYAL EXCHANGE,

CALCUTTA, 29th January 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

*Conference of Chambers : Railway Finance : Renewals.*

Dear Sir,—I am directed to hand you herewith a copy of a letter No. 44-A.C., dated 28th January, which, under the instructions of the Hon'ble Mr. Crum, I have addressed to the Department of Commerce

and Industry of the Government of India, on the subject of the resolution adopted by the Conference in connection with this question. —Yours faithfully,

H. M. HAYWOOD,
Secretary.

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No. 44-A. C.

ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 28th January 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY.

Sir,—I am directed to submit, for the favourable consideration of the Government of India, the following resolution which was adopted by the Conference of Indian and Ceylon Chambers of Commerce on the 9th January :—

"That Government be urged to consider :—

(*a*) whether the pre-war method of financing renewals on railways will be adequate to make good within a reasonable time the heavy wear and tear of railway equipment during the war; and

(*b*) if not, whether it would not be possible to devise means to provide funds, as a temporary measure, outside the budget, to enable these renewals to be carried out as quickly as new equipment can be obtained, the actual debit to railway revenue being spread over a period of years."

2. I am also to attach hereto an extract from the proceedings of the sitting of the Conference at which this resolution was discussed. The speech of the mover of the resolution defines the intention so clearly and precisely as to make it needless for the Association to elaborate the subject. It is therefore only necessary for me to press the matter upon the attention of Government and to urge that consideration be given to it.—I have, etc.,

H. M. HAYWOOD,
Secretary.

*Railway Policy.*

The HON'BLE MR. NIGEL PATON (Bombay), moved the next resolution and said Gentlemen—The resolution which I have to submit to you on behalf of the Bombay Chamber is as follows :—

" That Government be urged to consider :—

(*a*) whether the pre-war method of financing renewals on railway will be adequate to make good within a reasonable time the heavy wear and tear of railway equipment during the war ; and

(*b*) if not, whether it would not be possible to devise means to provide funds, as a temporary measure, outside the budget, to enable these renewals to be carried out as quickly as new equipment can be obtained, the actual debit to railway revenue being spread over a period of years."

It is common knowledge that duringt he last five years the equipment of railways has suffered exceptionally severely from wear and tear, whilst owing to war conditions I am informed it has not been possible during that period to carry out any renewals. Normally the cost of renewals is a charge against the annual revenue of the railways, but with the very heavy arrears of renewals with which railways are now faced, it is inevitable that the normal method of financing them will be altogether inadequate to meet the situation. Happily Government apparently now recognise this, and, from what fell from His Excellency the Viceroy yesterday afternoon, new measures are being concerted, but whether the remedy that is to be applied will be equal to the gravity and urgency of the situation I am not able to say. The renewal of worn out, or obsolete, equipment has a very important bearing on the carrying capacity of the railways, and any continuance of the inability of the railways to handle expeditiously all the traffic offering must seriously affect the industrial and commercial interests of the country.

The resolution, as you will realise, does not relate to the important question of new main line construction upon which our commercial and industrial expansion so largely depends, but solely to the rapid restoration, so far as it may now be possible, of the existing railway facilities to a normal state of efficiency. New main line construction is a wholly separate question, but I pass from it on this occasion, despite its immense importance and urgency to the trade of India, not only

because of the reassuring information given us yesterday by the Viceroy on this subject, but also because it is obvious that, if the two cannot, as they should, now run on concurrently, the soundest practical step at the moment is to set right what we already have as rapidly, and as effectively, as is possible.

If you will allow me I will read some passages, bearing on this question, from the address which Sir Lawless Hepper delivered at the Railway Conference in October 1916, as they will explain the position much better than I am capable of doing.

"In speaking of renewals it will be understood that I am referring to locomotives, rolling stock, permanent way and bridge girders and, since it seems sometimes to be assumed that the development of railways is solely a question of the provision of large capital grants for additional equipment or facilities, I should like to state my belief that the first essential for the cure of congestion is the more general adoption of a heavier goods train load, and the more extended use of wagons of high capacity. But this solution of the difficulty is impossible of attainment if we are hampered, so far as our main lines are concerned, by antiquated locomotives of small tractive power, by permanent way and bridges which cannot carry a modern engine, and by old low capacity wagons of weak design, unsuited to withstand the strains which heavier train loads would impose. The timely elimination of worn-out or obsolete equipment is therefore a vital factor in the development of railways, and considerable importance must attach to any condition which tends to retard the process of renewal.

The system under which the annual revenue budget grants of the State-owned lines form part of, and are regulated by, the general revenue budget of the country is one which has often been criticised, on the grounds that the revenue grants cannot always be based on the requirements of the railways alone, but must depend partly on general financial considerations with which they have no concern. The grants are naturally cut down when earnings are expected to be low, but when, as often happens, the reduction required is more than can, in practice, be made under running expenses, it is generally in the provision for renewals that much of the retrenchment has ultimately to be effected. In the result, besides the uncertainty as to the sums that will be available for renewals from year to year, which renders adherence to any

programme a matter almost of impossibility, we have the anomaly that, in years when traffic is slack and conditions are otherwise favourable for carrying out renewals, funds for the purpose are usually restricted. Conversely, money for renewals of permanent way and bridges is more likely to be available in busy seasons, when traffic conditions place a definite limit on the amount of work of this nature which it is possible to do. The effect of this procedure, operating over a considerable period, has, I believe, been that railways have not, in all cases, been able to keep their renewals up to date in recent years, and that some of them had fallen considerably behind-hand, in this respect, before the war broke out.

The present position is, of course, that renewals of all kinds have been suspended. They depend entirely on the importation of new equipment, and must remain in abeyance until manufacturers in England are again in a position to meet our demands. The situation will therefore be a difficult one in the future, for we shall have to deal, not only with such arrears of renewals as had accumulated prior to 1914, but also with those resulting from the complete stoppage of work which has since occurred. In view of these facts the existing method of financing renewals can hardly be expected to be adequate to meet requirements when normal conditions are again established and some substitute for the present system, at any rate as a temporary measure will, I think, have to be found.

One solution would appear to be that the allotments available from the revenue budget for this purpose should, for a few years, be supplemented by advances from capital at a fixed rate of interest, chargeable to the revenue of the railway concerned ; the loan being repaid out of revenue at a later period when earnings have increased in response to the additional carrying capacity resulting from the renewal of the equipment. As an alternative the extra funds required to wipe off arrears of renewals might be provided by fixed term borrowings, outside the ordinary loans for capital purposes. Some such scheme would have the very great advantage that expenditure on renewals could be provided for according to a settled programme independent of the exigencies of the budget, and that the regular supply of materials from England could, in consequence, be arranged for in advance with much greater facility than is the case at present. But, whatever plan may

be devised, I believe that existing conditions clearly indicate the necessity for the adoption of special measures for dealing with renewals after the war, and that now is the time to concert them."

His Excellency's speech has told us that this timely warning has not passed unnoticed, which is very good news, but that does not relieve me, I think, from submitting this resolution to you. The funds required will be very large for, if the situation was as unsatisfactory in 1916 as Sir Lawless Hepper then described it, it must be very much worse now. How long renewals can be neglected without reaching a point when they would be ineffectual I am not able to say, but I am told that in many directions we are rapidly approaching this point, and accordingly what was admittedly urgent in 1916 is greatly more so now, and every hour that is allowed to pass without finding, and, what is more important, applying the special measures, which the circumstances demand, increases the difficulty and cost of reaching a satisfactory stat of efficiency. The Railway Administrations themselves would, I think, be the first to admit that, through no fault of theirs, the railways of the country are definitely behind the needs of the times—more especially in the busy seasons, and the inevitable restraining of agricultural, commercial and industrial enterprise which must result cannot fail to produce a more than passing injury to our economic development. Nothing is more essential to our trade than improved communications; and, if our railways are ever to overtake the increasing demands upon them, one of the first steps necessary is, I think, the immediate adoption by Government of a new, prompt and effectual method of treating this question of renewals. If this is not immediately done, it must naturally follow that the full commercial and industrial expansion of the country, which so many of us believe in, will be rendered impossible. I am sure the entire commercial community will be in agreement on this subject and will feel, with the Bombay Chamber, that the resolution I am submitting to you is of vital and urgent importance, and that it should go forward to Government with the least possible delay as the unanimous view of this Conference.

A general discussion ensued.

MR. PATON said that they should simply point out what they considered necessary, leaving the Government to see what would suit the position best.

The PRESIDENT pointed out that for the last two years no renewals had been made, but it should also be considered whether for the next few years the surplus revenue would be sufficient to provide for the expenditure. He understood that the East Indian Railway expected to be able to spend money on renewals if they could get sufficient supply.

The resolution was put to the vote and carried.

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No. 152-45 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 2nd February 1920.

THE SECRETARY,
ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
Calcutta.

Dear Sir,—I beg to acknowledge receipt of your letters No. 75-A.C. of the 29th instant for which I thank you.—Yours faithfully,

C. B. SAYER,
Assistant Secretary.

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*Extract from the proceedings of the Annual General Meeting of the Associated Chambers of Commerce of India and Ceylon, held in Calcutta on the 24th and 25th January* 1921.

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RAILWAY FINANCE.

(*24th January* 1921—*The President in the Chair.*)

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Mr. H. P. W. Macnaghten (Bombay) moved the following resolution :—

"That this Association is strongly of opinion that the present method of financing the annual capital expenditure programme of railways in this country, and the general system of control exercised by Government over their administration, are in urgent need of revision and

reform. This Conference further considers that, as an essential condition precedent to such reform, immediate steps should be taken to render the railway administrations independent of the provisions of the general budget and to secure for them a separate budget of their own."

He said :—At the Conference held last year, Mr. Nigel Paton drew your attention to the financial difficulties of the Indian Railways, and as at the present moment a Commission is sitting on this very question, the Committee of the Bombay Chamber of Commerce feel that it is opportune for the Associated Chambers to reiterate their opinion on the needs of the Indian Railways.

I may perhaps be permitted to give you some figures as to the position that has arisen. During the year 1918-19 the profits earned by the Indian State Railways were over 39·5 crores, representing 7·0 per cent. on their Capital ; during that year the Capital expenditure incurred was 6·23 crores. During the five years 1914-1919 the mileage of the 5'-6" railways rose from 17,826 miles to 17,974 miles, an increase of under 1 per cent. in the five years : numerically the rolling stock of that gauge rose from 139,590 to 147,701, an increase of less than 6 per cent. over five years. The comparative efficiency of that mileage and that rolling stock is not to be measured by figures ; we can all of us form our own opinions.

It is nobody's fault that the Railways were allowed to deteriorate in general efficiency during the war: but my Chamber feel it to be of the utmost importance that everything possible should be done, and done quickly, to establish conditions of maximum efficiency.

The President of the Indian Railways Conference in his address to that Conference in Simla in October 1920, pointed out that, to maintain railways in India at a fair standard of efficiency, and simultaneously to provide for reasonable expansion, a sum of twelve millions sterling was the minimum figure considered before the war to be requisite. He further laid stress on the obvious fact that the purchasing power of money had fallen to half what it was in 1914, so that 24 millions sterling should be provided at this juncture to attain the same objects.

If a 24 million sterling grant is essential to keep railways up under normal conditions, the existing abnormal situation must assuredly

require a still greater financial effort. It is not therefore too much to say that 36 millions should be allotted to railways until the period of deterioration has been finally checked.

It is however understood from the reply of Sir George Barnes to the address of the President, Indian Railways Conference, that the demands of the Railway administrations are to be drastically curtailed during the coming year : that is to say, it appears to be the general policy of the Government of India, in its capacity as owner of the railways, to take the maximum profit from their railways into the general revenue and to allow the minimum for what in every ordinary business concern would be considered necessary for developments and renewals.

My Chamber feel that, on the contrary, it would not be too much to ask the Government to supplement handsomely the maximum reserves that can be set aside by the railways out of their own earnings. The revenues of the country could only be increased by the opening up of new areas by new railways, as to which my friend the Hon'ble Mr. Holberton will doubtless have to say something about the needs of Burma : and the prosperity of the country can only be maintained by ability of the railways to handle the movements of its trade, with an efficiency and speed which is far from being in evidence to-day.

The resolutions before you this afternoon, however, go no further than an appeal to Government to allow the railway independent control of their own finances, and to leave them free to decide for themselves what provision must necessarily be made out of revenue for renewals and developments, before a surplus can be made available to the general budget of the country : with further rights of their own for raising fresh Capital when it may be necessary to do so.

My Chamber, in a memorandum to the Railway Commission now sitting, has formulated its views as to the constitution of the Board that will, they hope, eventually control Railway finance : but I need not now discuss the details, except to say that we advocate, generally speaking, that the railways should have an independent seat in the Cabinet of India, instead of being a subordinate item in the portfolio of the Member for Commerce. We recognise, of course, that we can hardly go so far as to claim complete independence. Under any constitution the Treasury must eventually have the last word in finance—

naval, military or railway—but we shall have gained a very great step by establishing the claim of the railways to independent representation in the Cabinet.

With these words I have the honour to recommend the resolutions to your notice. The railway services are of peculiar interest to Bombay which does not share with Bengal and Burma the advantages of communication by water with the interior. But you will all agree, I am sure, to the paramount importance of the efficiency of the railway services : you will all agree that the present financial system has failed to maintain that efficiency at its maximum : and so you will, I hope, support my Chamber's resolution that financial independence, by whatever means the present Commission may think fit to secure it, is necessary to the railways of India.

The Hon'ble Mr. E. J. Holberton :—I have very little to say in support of the view regarding the railway situation, that has been put before you by the representative from Bombay, but there are perhaps one or two phases of the situation which the Bombay representative has not thought it necessary to mention. He has confined himself very largely to the question of the upkeep of the railways and the rolling stock, but has not dealt at all fully with the question of new lines. This is a question with which Burma is most intimately acquainted. Last year the Conference was good enough to listen to me on the subject and gave a very strong and unanimous vote, pointing the finger very strongly at the absurd inadequacy of all that has been done for Burma in the way of communications. Since then there have been four schemes for new railways put before us and it was understood that the money for them was going to be found out of the Budget. Eventually a somewhat niggardly allotment of 26½ lakhs was made and was subsequently withdrawn by a stroke of the pen. If a province is to be developed it needs to know some time ahead how it stands. When it is, for instance, told in a certain month that it is going to have an allotment for railway building, and then the whole allotment disappears, such action natually renders the progress of the Province impossible. Why should railways be built out of revenues ? It is a question I have asked very often, but have never heard it properly answered. Why cannot separate loans be issued for every railway ? I can guarantee, as a trader in Burma, that such railways will pay ; the province is shrieking for them. They can be guaranteed to produce 4 per cent. from the beginning, and in a very short time they

will produce seven, if not ten, per cent. As a business man put it to the Conference that that is not a state of affairs that ought to exist, but that very urgent railway construction is required to develop the country. Other means of finance ought to be found for the purpose. I am not a financier myself, but I put forward somewhat humbly the suggestion that the thing might be done by means of loans. I protest against the system of budgeting for railway construction out of revenues.

Mr. C. F. Beadel :—I have much pleasure, on behalf of Bengal, in supporting the resolution proposed by Bombay. Of all matters of importance to the commercial community, I think you will all agree that the question of railway transport facilities ranks easily first. The present system, under which State Railways and State Railways managed by Companies are almost entirely dependent on the ability of the Finance Member to provide funds for capital expenditure, is I think quite wrong. Even when conditions are good, allotments for capital expenditure have generally been totally inadequate ; whereas when conditions are not good, or when the situation changes for the worse, the programme of capital expenditure is cut down. What I think railways require is an assurance that large sums of money will be available for some years, say, three or four years, so that they may put their house in order. It certainly is not in order at present. It has been suggested to the Commission now sitting that the Government Railway Budget, or rather that the capital expenditure for railways might be budgeted to cover a period of three years; this will not get rid of the difficulty as the force of circumstances might compel the Government to cut down the Budget. I would ask you to try and imagine the position of an Agent of an important railway who has been told that this allotment for the financial year is to be, say, 75 lakhs of rupees ; on that he frames his programme which has been sanctioned by his Board. Suddenly he received a wire from the Railway Board to say that his allotment will be cut down by half. Such an occurrence has not been uncommon during the last fifteen years, and is bound to discourage initiative on the part of Agents and therefore naturally handicaps the development of railways. While admitting that destructive criticism is never very helpful, I cannot refrain from stating that in any opinion the Government of India has been too cautious in past years, and too timid in the matter of raising loans. It seems to me as if the Finance

Members in the past had said to themselves, " at what rate of interest can I get three or four crores out of the public ; " not " what would it cost to get 6 or 10 crores."

We have been told by the Government of India that it will be very difficult, if not impossible, to separate the railway capital expenditure from the general budget. As an ordinary business man I am afraid it is difficult for me to acquiesce in this view. If this view is the correct one, and if it is not possible to separate the railway finances from the general budget, or general finances of the Government of India, then I would suggest that we urge on the Government of India to float a railway loan at a sufficiently attractive rate of interest to get in large subscriptions. The experts before the Railway Commission mentioned a rate of interest which should attract money, but they were rather optimistic, and I think that certainly no less than 7 per cent., would have to be offered to get in a sufficient amount of money to make it worth while. The Government may think that this is a very excessive interest charge, but all of us must admit that the scale of charges at present levied by Indian Railways is on the low side, and can very easily be raised without hurting any important industry. I suggest that this railway loan should not be confined to India, but every effort should be made to attract investors, not only in the United Kingdom, but also throughout the Empire and in America. In addition to this general loan I think that railways should be authorised to issue short-term bonds, say, for 3 or 4 years, against which they will be able to purchase equipment. I agree with the mover of this resolution that it will greatly strengthen the hands of the present Railway Commission if this resolution were sent to them backed by the unanimous support of the Conference.

Mr. J. F. Simpson :—I think that the Madras Chamber will support this resolution, subject to the evidence placed by them before the Railway Commission recently. The question has been asked, if separate loans for railways are issued, will it have any effect on the general borrowing of the Government of India ? The Chamber's answer is in the affirmative and they prefer not to have separate loans for railways provided that sufficient money can be allocated and guaranteed to railways for the period of years that my friend has just suggested. I therefore hardly feel myself at liberty to support this resolution, whole-heartedly, while agreeing in the main with its tenor.

Mr. C. D. M. Hindley :—It is perhaps unnecessary for me to supplement at length the remarks made by Mr. Beadel in speaking on this resolution, or the remarks made by the delegate from the Bombay Chamber of Commerce, who proposed it. Mr. Beadel has, however, asked the Conference to imagine the position of an Agent of a large railway when he found his programme of work for the improvement of his railway drastically cut down to meet the exigencies of the finances of India in general. I can perhaps assist you in your efforts in imagination by giving some relevant facts with regard to the East Indian Railway.

It is not necessary for me to convince you that a Railway Administration is perennially face to face with demands for increased transportation facilities. From the travelling public there are demands for more and faster passenger trains, better equipped carriages, more comfortable and suitable station facilities while from those who despatch and receive goods, the demands include more wagons, better loading and storing accommodation, and in every direction better facilities for carrying constantly increasing quantities of goods. Having regard to the fact that one of the essential functions of a railway is to carry all goods and passengers which might offer, and that to perform those functions adequately is a legal obligation, it is obviously necessary that schemes of improvements and extensions should always be in progress and under consideration. There is in fact no such thing as complete or finished railway and the Capital account of a railway can never be closed. I think I am safe in saying that in no one year since railways were first introduced into this country has as much money been forthcoming for improvements and extensions as could have been usefully spent on such works. Every rupee spent on improvements and extensions has been jealously doled out by the Finance Department, after a searching examination by the Railway Board, and many others, into the adequacy of the probable percentage return on the outlay. The fact that, after the necessity for improvement had been accepted, its execution is subject to the provision of funds out of the general budget of India, irrespective of whether the improvement is of urgent necessity or not, renders it extremely difficult for the management of a railway to carry out a definite programme of its considered policy over a number of years.

Dependence of the railway budget on the power of the Government of India to provide finance annually is in my opinion the main cause

of the backward condition of railways generally in this country. This point was clearly brought out by the Mackay Commission in 1908, and it will be remembered that since that report was written, the amount mentioned by the Commission as the amount which the Government of India should endeavour to allot for railway purposes annually, *viz.*, 12½ millions, has only been reached in two years. In every direction where improvement in carrying capacity and equipment is obviously required, and in every region of activity to which the business of a railway administration extended, this factor had paralyzed development. It is not too much to say that the efforts in constructive imagination of the administrative officers of the railways and their staff are constantly stultified and nullified by want of money, both present and prospective. It is a question now not only of supplying immediately a large sum of money, but also of assuring for the future over a term of years a definite annual amount which can be spent in improvements. In the case of the East Indian Railway we have a large number of important works which the stagnation caused by the war has made now of urgent importance, but which must take time to complete. Many of them will cover perhaps three years for completion. It is also necessary where, as in our case, we have an assured annual increase in traffic, both of passengers and of goods, to lay out a programme extending over a number of years in regard to such matters as improvements of type of locomotive, rolling stock, track and bridges. It is useless to lay out such a programme if it is to be interfered with year by year by financial necessities, and I may say, in passing, that it is all the more galling and unsatisfactory to the management that this should occur in a concern like the East Indian Railway which produces a satisfactory and steady annual return on the Capital invested.

Early last year a programme of works and improvements extending over a period of three financial years, commencing with the next financial year, was formulated with the sanction of my Board of Directors. In that programme there is scarcely one work, the necessity for which has not been already fully recognised by those competent to judge. That necessity exists at the present time, and the works are designed for carrying traffic which is already offering without canvassing for new traffic. If this programme could be financed it is safe to say that at the end of three years the railway would still, to some extent, be behind the demand dictated by public necessity.

In the first year it is proposed to spend Rs. 531 lakhs, in the second year Rs. 709 lakhs, and in the third year, *i.e.*, 1923-24 Rs. 649 lakhs. Putting it in round figures we require 20 crores of rupees in the next three years, or, say 6 to 6½ crores per annum.

To give an idea of the size of these figures, I would like to mention that the gross earnings of the E. I. Ry. are at present about 15 crores per annum, equal to half the total land revenue of India. The annual expenditure from revenue may be put at 7 to 7½ crores, about the same as the whole expenditure of the Government of Bengal, and rather larger than the annual expenditure of either the Punjab or Burma.

You will understand, then, no doubt that the sum I have mentioned for annual expenditure on improvements, *i.e.*, 6 crores per annum, over and above the ordinary revenue expenditure, and the organisation of the East Indian Railway has therefore to be capable of administering expenditure of from 13 to 14 crores of rupees, or, say, 13 or 14 million pounds sterling per annum. In passing I may mention that this figure is not far off the whole of the cost of Government of a country like New Zealand or Egypt.

You can perhaps exercise your imagination on the amount of detailed work and ingenuity which has been put into the preparation of plans and estimates, collection of statistics, preparations to commence works, the training of staff and, generally speaking, the active and constructive preparations for works of this magnitude. You will also perhaps appreciate our position when, having placed this programme before the Railway Board and explained it in detail, it was in the first instance cut down by the all-powerful blue pencil by two crores. My position at present is perhaps even more one deserving of sympathy when I say that I have recently been told that I must confine my programme for next year to a figure somewhat under two crores in all.

You must further remember that this programme contained portions of works already in hand at the present time, the continuation of a carefully considered programme of additional equipment and rolling-stock as well as liabilities already incurred in England in connection with contracts placed in some cases as early as 1918. Liabilities in England in fact after allowing for the constant increase in prices which

has taken place and is taking place on contracts already made, reduced the amount available for expenditure in India to an almost insignificant figure.

I shall not take up your time with details, but you can perhaps imagine our difficulties when we received a long outstanding balance of a rail contract, and were unable to put down the money for the necessary sleepers to lay the rails on the road.

You will see from what I have told you that it is not only the provision of more funds that is required, but the assurance of regular adequate funds year by year to enable us to carry out our considered policy and programme.

I will now refer briefly to the second portion of the resolution relating to the urgent need of revision and reform in the general system of control exercised by Government over their railway business. In my opinion it is necessary that the Railway Department of the Government of India should be re-organised on a logical and practical system. The Government of India is the principal owner of the railways. Out of approximately 360 million pounds invested in railways, Government own 300 millions. It is therefore essential that we should have a department adequately equipped for dealing with this immense business. Under the present system, whereby the administration is decentralized and largely handed over to Companies working the lines under contract, Government should be relieved of a large portion of the details of administration. The Railway Board is, however, overburdened with a multiplicity of functions which cannot be effectively exercised by a body constituted as at present. These functions may be roughly indicated as follows :—

(*a*) It is the board of management for three State-managed railways, the aggregate mileage of which is 11,270 miles.

(*b*) It exercises the powers of the Governor-General in Council under the Railway Act IX of 1890 in respect to all railways, in regard to matters of public safety and other legal obligations of railway administrations, including the regulation of rates and fares.

(*c*) It is the representative of the Government of India in regard to railway policy generally.

I consider that the various functions referred to above should have separate branches of the Government Railway Department to attend to them.

I do not propose, nor is it desirable perhaps, that the Conference should attempt to lay before Government a detailed suggestion as to the future composition and organization of the railway department. I think that this could safely be left to the committee of experts which is now taking evidence in various parts of India, but I consider that this Conference would be well advised to press upon Government the urgent need of revision and reform, in regard both to their control over the railways generally, and in regard to the present method of financing the annual Capital expenditure programme of railways.

Referring now to the concluding portion of the resolution the question of complete separation of railway finance from Government finance is one which presents very considerable practical difficulties. However carefully a scheme might be prepared whereby railway finance is put in a water-tight compartment; conditions in India are such that exigencies would sooner or later arise which would compel the Government to lay hands on the available surplus from railways or to mortgage their earning power. I understand that separation has been effected in certain other countries, but I am doubtful whether the conditions of any one of those countries are similar to conditions in India. I believe that a practical working scheme could be devised, but results would depend almost entirely on the composition and organization of the body which is set up to manage railway finance. Here again it is hardly to be expected that this Conference could put before Government a constructive detailed scheme, and I am in accord with the resolution where it merely indicates the necessity of separation. It was probably clear at the time the resolution was framed that there were practical difficulties in the way.

The facts which should be kept clearly before us are (1) that money must be obtained in large and regular supplies if the railways of India are to keep pace with the requirements which it is quite obvious will be thrust upon them in the near future; (2) that dependence on a fluctuating annual dole renders it impossible to carry out a broad

constructive policy of railway development; and (3) that the present administration by the Government of India of the railways of the country is in need of drastic reform.

The Hon'ble Mr. Hailey :—If I address you on this subject at all I would like to do so under one understanding. I do not intend to criticise, or to support, the resolution in anything that I may say. The whole matter is now under the consideration of a highly expert body, and so far as the Government of India is concerned it must await their decision on these important questions of principle. Indeed, if I were to give my own opinion just now, or the opinions that were held in the past by the Finance Department on any point referred to in the resolution, I might very likely find myself in the difficult position of having to withdraw it at some subsequent date, owing to the report of the Railway Committee. But there are one or two points which by way of minor criticism or information, I would like to put before you. I am afraid I cannot forgive Mr. Macnaghten for quoting the figures of 1918-1919. You will remember that the armistice was not signed till late in 1918 and it could hardly be expected that the expenditure on railway during the last and worst part of the war would have been very large. It would have been fairer if he had quoted the figures of the last two years. Mr. Holberton has objected strongly to the principle of building railways from revenues. There I am in thorough and complete agreement with him. It would be a principle not only unbusinesslike, but in every way unwise to build railways from revenues. The only point on which I differ from Mr. Holberton is in regard to his implication that the Government had ever built railways from revenues. When all is said and done, whether the Government of India, which owns these railways and holds them on behalf of the general public, raises funds by separate railway loans or general loans, it has to approach the money market on the best terms it can. I do not intend to go into the history of the past when we used to raise small sums of money at 3 and 3½ per cent. Many people have attacked the Government for lack of foresight in keeping to such a low figure of interest and thereby offering such little attraction to the money market. Nevertheless, what was the result until India gave that donation of one hundred million pounds sterling to England? India perhaps alone of any country in the world has no unproductive national debt. India had as the result of the low rates at which capital was raised

perhaps the cheapest transport facilities in the world. If Government has made a mistake in this, it is one which the Finance Department, as representing the interest of the general taxpayer, cannot entirely regret. We were placed thereby in a very strong financial position since we left a great reserve of money power in the country; we drew on this freely during the war, and there is still so strong a reserve in the general money market of India that we now look forward to India as the principal source of raising money instead of England. If Government at this stage are forced to issue loans for Capital purposes, however imperative in themselves, at a very high rate of interest, what will become of our money market? We know where the 3½ per cents are to-day. Can Government justifiably look forward to issuing, loans at a higher rate of interest when the capital value of their previous loans would sink to nothing? What will be the effect on the money market? I put that forward as a consideration which everybody who is urging us every day and with great insistence to raise more money for railways must take into account. I do not deny in the least that there is great leeway to be made up for the supply of capital for railways. The evidence given before the Committee makes it abundantly clear that Government has to do a great deal for Indian railways, but I would ask those who see only the necessities of their case, and not the difficulties of raising Capital, to take that aspect of the case into consideration. I put it to the Conference that since the general taxpayer owns the railways, since he has paid for the railways at a time when they could not pay for themselves, we have to consider when any proposal comes before us for separating railways finance from the general finances of the country, what are the interests of the general taxpayer also as the owner of the railways. I put these considerations forward only to temper the cry of those who consider that Government has been unduly niggardly in regard to railways in the past and should now make up the deficiency at any cost.

I would also like to put forward one final consideration, *viz.*, that under the new Reforms Scheme every penny spent on railways has, of course, to be passed in the form of a grant by the Legislative Assembly and I am not at all sure myself how far the Legislative Assembly will view with anything like equanimity the proposal that they must give the railways over to a separate body to administer with full power to raise loans on any terms. That should affect the power of

Government to raise other loans, and you must also consider that the Legislative Assembly will have to take that aspect of the case into consideration.

Mr. Macnaghten :—I apologise for having quoted the figures of 1918-19. In my distant province, remote from the commercial centres of Delhi and Simla, we have to work on such figures as we can get. I understand that the Railway Administration Report of India for 1919-20 was published last week, and I was therefore unable to refer to anything authoritative subsequent to the year 1918-1919.

Sir Montagu Webb :—There appears to be one point which arises out of the somewhat gloomy aspect of the situation which the Hon'ble Finance Member appears to take. If there is to be in future so great a difficulty in raising the amount of Capital which will be required to carry on the development of the railways in this country is not that a very good reason why the raising of that Capital and the development of those railways should be entrusted to private enterprise ? The attitude of Government in regard to private enterprise has always appeared to be selfish in the extreme. Government would appear to be only ready to allow private enterprise to take up those railways which were of doubtful value, and to keep the "fat" for themselves. If in the future this difficulty of raising Capital is going to be experienced, the more private enterprise and private Companies that could be brought to assist the better. I see no reason why the raising of Capital should be restricted to India ; I see no reason why a campaign should not be carried out in the United Kingdom and elsewhere. It certainly seems to me that, if railway finance were separated from general finance, an Indian railway security would appeal very much more strongly to the business investor than perhaps the general securities of the Government of India. Business men understand railway investments, and with proper publicity it should be possible to raise large sums of money on the security of the Indian railways, especially if their administration were separated from the general administration. It would be interesting to know exactly what the Government of India propose to do. The Karachi Chamber strongly support the proposal put forward by the Bombay representative, and hope it will be approved by the Conference.

The resolution was then put to the meeting and carried unanimously.

Mr. R. M. Watson Smyth (Bengal) then moved the following resolution :—

> "That this Association is strongly of opinion that the granting of increased funds for Railway Capital expenditure should not be postponed until the Railway Committee have issued their report, but that Railway budgets which have been drastically cut down should be restored for next year's expenditure to their original figure."

I desire, before moving the resolution, to call attention to a small error in the last line, but one, *viz.*, that the word "this" before the word "year's" should read "next." The resolution in question hangs more or less on the previous one, concerning which we have had a long discussion. The Railway Committee is now taking evidence in the country. Bengal has had its turn and have put forward their case as strongly as they could and Madras is now doing the same. Other delegates will appear before them in due course. It is scarcely to be supposed that, on the broad policy which Government have laid down, the Government of India can do anything, but hold their hands until the Committee have issued their report, and Government have had time to consider it. But what is going to happen to us in the meantime? I do not know how long the Committee is likely to take, but judging from other Commissions and Committees you can be satisfied that it is going to take some considerable time before any final decision is arrived at. What is going to happen to us in the meantime? We know what has happened in the near past. We have been running downhill extremely fast, and the position to-day is extremely critical. We are faced with a good many troubles which we will find impossible to tide over, or very difficult to tide over, for want of stocks, and day by day, month by month, those stocks are getting smaller and smaller until very shortly we will be using every commodity from hand to mouth. As I have said before, we are going downhill very fast, and before long we will find ourselves faced with an absolute crisis. Does not everything point to the fact that that will come before that the Railway Committee labours are over? By the time that report is issued the whole basis on which it is formed will have changed, and very much for the worse. I do not intend to take up the time of the Conference by relating a long story of what is going on now, but what this resolution is framed to do is to urge on Government, backed by the united

voice of all the Chambers represented at the Conference, to do something immediately to give the railways some more money to carry on; that the drastic cutting down of the budget as submitted by the railways should be avoided for the next financial year. How far that will do good we are not in a position to say, but it is reasonable to think that, if the suggestion can be carried out, it will probably help very considerably in tiding over the crisis which we see a very short distance ahead. The Bengal Chamber have, therefore, thought it well that this resolution should be added to the others and that Government should re-consider the position, if such a thing is possible, in view of the great change which has come about in the general position.

Mr. Simpson supported the resolution, which was carried unanimously.

# APPENDIX **N-3.**

## CONSTRUCTION OF RAILWAYS BY PRIVATE ENTERPRISE.

No. 237-A.C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 13th February 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Construction of Railways by Private Enterprise.*

Dear Sir,—I am directed to hand you for your information, a copy of a letter which, under the instruction of the Hon'ble Mr. Crum, I

have addressed to the Government of India, Department of Commerce and Industry, with reference to the resolution adopted by the Conference on this subject—Yours faithfully,

H. M. HAYWOOD,

Secretary.

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No. 222-A.C.

ASSOCIATED CHAMBERS OF COMMERCE

OF INDIA AND CEYLON,

ROYAL EXCHANGE,

CALCUTTA, 12th February 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY.

Sir,—I am directed to transmit for the favourable consideration of the Government of India the following resolution which was adopted by the Conference of Indian and Ceylon Chambers of Commerce held in Calcutta on the 8th and 9th January 1920, namely :

"That it is desirable to give every facility for the construction of railways by private enterprise—in respect of which this Conference notes with satisfaction the views of Government as expressed by His Excellency the Viceroy in his opening address to this Conference—and that the Government be asked to declare the terms on which they are willing to grant concessions for this purpose."

2. I am to express the hope of the Associated Chambers that the request defined in the resolution may be favourably considered by the Government of India and if possible complied with—I have, etc.,

H. M. HAYWOOD,

Secretary.

No. 412-A.C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 20th March 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Construction of Railways by Private Enterprise.*

Dear Sir,—In continuation of my No 237-A. C., dated 13th February 1920, I am now directed to hand you the attached copy of the marginally quoted letter from the Railway Board, in reply to my No. 222-A. C., dated 12th February, on the subject—Yours faithfully,

Letter No. 230 P/16, dated 17th March 1920, from the Government of India, Railway Department (Railway Board) to the Associated Chambers of Commerce.

H. M. HAYWOOD,
Secretary.

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No. 230/P-16.

GOVERNMENT OF INDIA,
RAILWAY DEPARTMENT,
DELHI, the 17th March 1920.

The SECRETARY,
ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
Royal Exchange, Calcutta.

Sir,—In continuation of letter No. 1362-D., dated the 17th February 1920, from the Government of India in the Department of Commerce and Industry, I am directed to say that the Resolution adopted by the Conference of Indian and Ceylon Chambers of Commerce on the subject of the construction of railways by private enterprise has been noted by the Railway Board. I am to add that, as indicated in His Excellency the Viceroy's address to which you refer, the most pressing railway need for the moment is the proper equipment of existing lines. Moreover the energetic pushing forward of new construction is still interfered with by the difficulty of procuring materials.

Revised terms applicable to private enterprise are now under consideration, but pending a decision in the matter the Railway Board are dealing with specially urgent cases as they arise and are prepared to consider them on the basis of Railway Department Resolution No. 457 R. P., dated the 14th November 1913, modified as existing circumstances render necessary.—I have, etc.,

(Sd.) R. McLEAN,
Secretary, Railway Board.

# APPENDIX **N-4.**

## RAILWAY TRAFFIC COMMITTEE.

No. 1432-26.

INDIAN RAILWAY CONFERENCE ASSOCIATION,
AGRA, 18th March 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—In continuation of my letter No. 1432/25 of the 9th January last, your suggestion that a uniform system of serial booking of goods traffic should be introduced on Indian Railways similar to that in force on the Great Indian Peninsula Railway was considered by the Traffic Committee of the Association at their last Meeting, and I am directed to remind you that all Railways already maintain a priority register for large consignments in order to ensure fair treatment to merchants. It is not considered necessary to require Railways to adopt the rule in force on the Great Indian Peninsula Railway in its entirety.—I have, etc.,

W. E. S. McGREGOR,
Secretary.

No. 3034-17.

INDIAN RAILWAY CONFERENCE ASSOCIATION,
AGRA, 4th June 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to inform you that the next meeting of the Traffic Committee of the Indian Railway Conference Association will

be held in Bangalore commencing from Monday, the 28th June 1920, and to request that I may be informed, as early as possible, of any subject which your Chamber may wish considered by that Committee.

I may add that the functions of the Traffic Committee are mainly to take measures to simplify and assimilate as far as possible the rules and conditions of booking and transportation of goods and coaching traffic over Railways which are parties to the Association. They cannot deal with questions of particular rates on individual railways.—I have, etc.,

C. V. BLISS,
Secretary.

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No. 1015-47 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 8th June 1920.

The MEMBERS OF THE CHAMBER OF COMMERCE,
Bombay.

Gentlemen,—I am directed to inform you that the next Meeting of the Traffic Committee of the Indian Railway Conference Association will be held in Bangalore, commencing from Monday, the 28th instant, and to request you to intimate to me, not later than the 15th idem, any subjects you may wish the Chamber to bring forward for the consideration of the Traffic Committee.

2. I might add that the functions of the Traffic Committee are mainly to take measures to simplify and assimilate, as far as possible, the rules and conditions of booking and transportation of goods and coaching traffic over Indian Railways which are parties to the Indian Railway Conference Association.

3. In view of the very short time at our disposal, I am to urge that members should send in their suggestions as early as possible, in any case, not later than the 15th June 1920.—I am, etc.,

C. B. SAYER,
Acting Secretary.

FORBES BUILDING HOME STREET,

BOMBAY, 10th June 1920.

The ACTING SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—In reply to your Circular No. 1015-47 of 8th June, we have nothing to add to the suggestions we made last year.

Our views have already been expressed fully by the writer in a minute on a Circular sent to the Railway Sub-Committee. —Yours faithfully,

For Forbes, Forbes, Campbell & Co. Ld.,

V. A. GRANTHAM,

Manager.

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*Minute by Mr. V. A. Grantham referred to in letter from Messrs. Forbes, Forbes, Campbell & Co., Ld.*

"I am strongly of opinion that the subject of the enforcement of a uniform system of serial booking of goods on all lines similar to that in force on the G. I. P. Railway should be again put forward. At the present moment, the G. I. P. system of booking, although open to criticism, is far better than that which obtains on other Railways. The priority Registers mentioned by the Association are nominally existent, but are rendered valueless to a great extent owing to their being virtually in the hands of station masters and not subject to proper supervision by responsible Traffic Superintendents. I notice that the Association's letter was received by the Chamber in March, and if notice had then been given to the various firms who have to use the Railways for Wagon Traffic, they would unquestionally have been able to bring forward individual cases of hardship.

"It must be possible for the Railways to devise a system whereby all traders receive equal treatment in the matter of wagons, without preference, and I think the Chamber should go on pressing the point until something is done. The matter is little short of a scandal in several stations."

No. 1015-47.

DAVID SASSOON & Co., LTD.,

BOMBAY, 10th June 1920.

The ACTING SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—In reference to your Circular No. 1015-47 of 1920, we beg to suggest that your Committee should take the opportunity of placing before the Traffic Committee of the Indian Railways Conference Association which meets in Bangalore on the 28th instant the urgent necessity that they should formulate, and apply, a suitable scheme to facilitate the supply of wagons, and the free booking of goods, to and from Bombay and various upcountry centres.

As an example we may mention that complaints have recently been made to us that the booking of Metals for the Punjab has been almost entirely stopped for the past three months, and considering the fact that practically 75 per cent. of the Bombay trade is consumed in that province alone, the consequent hardships to dealers and difficulties to the Import Houses of this City cannot be exaggerated.—We are, etc.,

H. H. SAWYER,

Manager.

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BOMBAY, 10th June 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—We beg to acknowledge receipt of your letter of the 8th instant No. 1015-47 of 1920.

For your information we would state that the matter which to our thinking is in most urgent need of amendment is the lack of supervision displayed by most Railways over clerks who are responsible for the booking of Goods traffic and arrangement for affording intending passengers accommodation on suitable trains. We would suggest that in the event of Goods bookings to certain stations being closed proper notices, signed by some responsible party, be affixed in conspicuous

places at the Goods Bunder so that the public may know what the position is. Similarly, with regard to the booking of passengers on Mail trains, we would suggest that the bookings be duly posted in a conspicuous place to allow of intending passengers to see for themselves what accommodation is available.

These are the difficulties which affect us most acutely. We have no doubt that the questions of earlier settlements of claims, etc., will be taken up also by the Committee; on these points we can offer no suggestions.—Yours faithfully,

GRINDLAY & Co.

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BOMBAY, 14th June 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—With reference to your Circular No. 1015-47, dated 8th June, our Forwarding Department reports as follows :—

1. Owing to the frequent closure of booking on the various lines, it is suggested that the railway should send circulars to the Firms informing of such closures, as otherwise the latter suffer much inconvenience and unnecessary expense in sending consignments to the railway and bringing same back. This would not only save the inconvenience and expense as stated above, but it would also prevent lot of damages being done in the handling of the consignments.

2. If booking is merely closed on account of congestion of materials in the Goods yard, it is suggested that Firms should be informed to that effect and at the same time told as to when their consignments should be presented for booking.

3. In the event of consignments having to be despatched urgently for the use of the Government, it is suggested that the Firms, presenting such consignments, should be allowed to make a *bona-fide* statement to that effect, so as to save time in getting a certificate direct from the Government and delay in despatching such materials.

4. To prevent the Railway from surtaxing on Government material, the Booking Officer should be instructed to accept certificates from the senders, showing that such consignments are for the *bona-fide* use of the Government.—We are, etc.,

TURNER HOARE & Co., LTD.,
W. G. WARBURTON
Director.

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No. 1036-47 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 16th June 1920.

The SECRETARY,
INDIAN RAILWAY CONFERENCE ASSOCIATION,
Agra.

Sir,—I am directed to acknowledge receipt of your letter No. 3034-17, dated the 4th June 1920, requesting that you may be informed of any subjects which my Committee may wish considered by the Traffic Committee.

2. In reply I am to state that, in the opinion of my Committee, the following subjects might, with advantage, receive the consideration of the Traffic Committee at the meeting in question:—

(*a*) The urgent necessity for the formulation, and subsequent application, of a suitable scheme whereby the expeditious handling of wagons, and the free booking of goods, to and from Bombay and the various up-country centres may be facilitated.

(*b*) The lack of supervision exercised by the majority of Railway administrations over clerks who are responsible for the booking of goods traffic and also those in charge of the arrangements for affording intending passengers accommodation on suitable trains. In the latter connection, and at least so far as Mail trains are concerned, it is suggested that the bookings be duly posted in a conspicuous place in order that intending passengers may see for themselves what accommodation is available.

(c) The advisability of expediting the settlement of claims, etc.

(d) The question whether, in view of the fact that the mere maintenance of a priority register for large consignments has been found, in practice, to be no security for fair treatment to merchants, the advisability of adopting a uniform system of serial booking of goods traffic should not be further considered.

(e) The question whether, in view of the frequent closure of booking on the various lines, it might not be possible for the Railway administrations to circularise the various firms concerned and inform them of such closures in each instance. The adoption of such a procedure would, it is submitted, save not only considerable inconvenience and expense, but would also prevent undue damage being done in the handling of the consignments. In this connection, it is further suggested that, if booking is closed merely on account of the congestion of materials in the goods yard, the Firms should be advised to that effect, and at the same time given some indication as to when their consignments should be presented for booking.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 1432-27.

INDIAN RAILWAY CONFERENCE ASSOCIATION,
AGRA, 9th July 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—Your letter No. 1066-47, dated 16th June 1920, was placed before the Traffic Committee at their recent meeting and I am instructed to reply as under to the points raised by your Committee.

(a) This is a matter which does not come within the functions of the Traffic Committee and a reference to the General Traffic

Managers, Great Indian Peninsula and Bombay, Baroda and Central India Railways is suggested.

(*b*) This also is outside the scope of the Committee but it was admitted by the representatives of the railways present that there was room for improvement in these matters and steps will be taken to effect such improvement where possible.

(*c*) Railways in India in common with railways all over the world as a result of the rise in prices and cost of living are suffering from a large increase in the number of thefts from running trains from stations and yards with a corresponding increase in claims. In addition claims are now being made for damage and deficiencies which in pre-war days were so small as to be ignored by traders. All this has resulted in traffic officers being overburdened with correspondence with consequent delay in the settlement of claims. This matter has received and is receiving the constant attention of Traffic Managers.

(*d*) This question is one which is fraught with difficulties and has received the constant attention of all railways for years past. It does not appear feasible to formulate any general scheme which would be acceptable to the entire trading community and suit the varying conditions existing on different railways.

(*e*) The Committee recognize the inconvenience to traders arising from the frequent restrictions which conditions have necessitated in recent years. The rapid change in these conditions makes it difficult to give the notice desired but the latest information can always be obtained from the despatching station or the Administration.—Yours faithfully,

C. V. BLISS,
Secretary.

# APPENDIX N-5.

## POOLING OF ROLLING STOCK BY RAILWAYS.

No. 1917-44.

INDIAN RAILWAY CONFERENCE ASSOCIATION,

ALLAHABAD, 11th September 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—As you are doubtless aware, an arrangement has been in force on all Broad-gauge Railways in India since the beginning of this year whereby a general pool of their goods rolling stock has been formed. Under this system of working, wagons of any railway received at a station can be loaded indiscriminately to any other broad-gauge station in India irrespective of the ownership of the wagon. Under the old rules for the interchange of rolling stock wagons, after being unloaded, were required to be returned promptly to the owning line, either loaded or empty, some slight diversion being permitted to secure a load to or in the direction of the owning line.

The system now in force was introduced with the object of obtaining the best possible use of the rolling stock available and the question to what extent this object has been attained and whether the system should be continued or modified will be discussed at the Session of the Indian Railway Conference Association to be held in Simla next month.

From the Railway point of view the system has its advantages and disadvantages and I am instructed by the President of the Association to ask if your Chamber will be good enough to say whether in their opinion it has been beneficial to the trade of the country as a whole. The opinion of your Chamber would be of assistance to the Conference Association when considering the matter and I am to ask therefore that I may be favoured with a reply not later than the 2nd October.—I have, etc.,

C. V. BLISS,

Secretary.

No. 1738-47 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 24th September 1920.

The SECRETARY,
INDIAN RAILWAY CONFERENCE ASSOCIATION,
Allahabad.

Sir,—I am directed to acknowledge receipt of your letter No. 1917-44, dated the 11th September 1920, with reference to the system recently adopted of pooling the goods rolling stock on all broad-gauge railways in India.

2. In reply I am to state that your request that you may be informed as to whether, in the opinion of my Committee, the procedure in question has been beneficial to the trade of the country as a whole, has received the careful consideration of my Committee and they are of opinion that the present system conduces to the more expeditious handling and despatch of goods and is, therefore, to the general advantage of trade. My Committee consider therefore, that upon general grounds the success of the system justifies its continuance.—I have, etc.,

C. B. SAYER,
Acting Secretary.

# APPENDIX N-6.

## MALPRACTICES ON INDIAN RAILWAYS

No. 28/54 of 1921.

CHAMBER OF COMMERCE,
BOMBAY, 13th January 1921.

The SECRETARY,
ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
Calcutta.

DEAR SIR,—I am directed to inform you that the Hon'ble Mr. A. H. Froom, upon the occasion of his recent visit to Simla, was approached by the Legal Member and the Member for Commerce with regard to

the question of malpractices on Indian Railways, particularly in connection with the allotment of wagons, and the increase during recent years of pilferage amongst goods under consignment. The Hon'ble Members stated in the above connection that the Government of India would be grateful if the Committee of this Chamber would give the matter their careful consideration and would submit, as the result of their enquiries, recommendations to Government with a view to the introduction of any ameliorative measures they might consider practicable.

2. A Sub-Committee of this Chamber was accordingly formed for the above purpose and the resolutions comprising their report, which has been approved by my Committee, are given herein under for communication to the members of the Association for an expression of opinion as to the practicability, or otherwise, of the measures proposed.

3. *Resolution* 1.—The Sub-Committee are of opinion that the system of serial loading (*vide* Appendix **A**) which has been in force on the Great Indian Peninsula Railway for some years past has proved successful in meeting, to a large extent, the complaints of merchants in respect of the differentiation in the allotment of wagons by local Station Masters. The Sub-Committee accordingly recommend that a similar system, subject to any alterations that may be necessary to meet special local conditions, be adopted, if possible, by all Railway administrations throughout India.

*Resolution* 2.—That a copy of the foregoing resolution be sent to the Associated Chambers of Commerce of India and Ceylon for circulation amongst members of the Association and that the members be asked to state the extent to which in their opinion local conditions prevailing in the area they represent will permit of its adoption.

*Resolution* 3.—That although the Sub-Committee understand that great care is taken by the Railway administrations of such consignments, they are of opinion that the practice, so largely followed by merchants during recent years, of despatching consignments at owner's risk, is under present conditions, in the best interests of neither the railways concerned, nor the consignors, and should be curtailed so far as possible.—Your faithfully,

C. B. SAYER,

Acting Secretary.

# APPENDIX.—A

*Extract from the General Rules of the General Classification of Goods in force on the G. I. P. Railway.*

38-A.—Registration of Goods waiting despatch.

I. A sender desiring to despatch goods by railway will bring his goods into Railway yard and stack them on the platform in a manner prescribed and in a position to be pointed out by the Railway Company.

II. Should the quantity of goods tendered be in excess of the accommodation available, the Railway Company will close its gates to the receipt of goods for despatch. The Railway Company will be the sole judge of when it is necessary to close its gates to the receipt of goods traffic, but it will endeavour to give notice at 18 hours the previous evening of its intention to do so. When the Railway Company opens its gates for the receipt of a limited quantity of goods only, on any day, the quantity to be received will be stated in the notice referred to.

III. When a consignment is complete and ready for despatch the sender will tender a consignment note to the clerk appointed for the purpose, and the latter will enter the same in a Register, and give it a serial number which should be entered on the consignment note; and will indicate the order in which the consignments have been offered for despatch to the Railway Company. The sender or his agent tendering the consignment note for registration must sign his name in the appointed column as evidence that he releases the Railway Company from all liability until the Railway Receipt is granted.

IV. When wagons are available, the consignment notes will be accepted from the sender and the consignments loaded according to the serial number marked on the consignment notes subject to the proviso that—

1. When the consignment forms less than a wagon load, it may be forwarded out of turn by the daily road van service, or it may be detained by the Railway Company to secure a wagon load.
2. When the consignment is of a perishable nature, it shall be despatched at once.

V. A Railway Receipt will not be granted until the consignment has been loaded, separate receipts being given for each wagon load.

VI. The Railway Company will not be responsible for any goods that may be brought on their premises for despatch, until such time as they have been loaded and the Railway Receipt for the same given.

# APPENDIX N-7.

## DELAYS ON INDIAN RAILWAYS.

No. 789-A.C.

ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON.

ROYAL EXCHANGE,
CALCUTTA, 16th August 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*The Indian Railways.*

Dear Sir,—I am directed to submit to you, for your information and for such comments and proposals as your Chamber may wish to make the attached copy of a letter, dated 12th August, from the Upper India Chamber of Commerce, on the general question of the working of the Indian Railways.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

*Letter, dated 12th August 1920.*

From—The Secretary, Upper India Chamber of Commerce.

To—The Secretary, Associated Chambers of Commerce of India and Ceylon.

The Committee of this Chamber have during the last year or so made repeated representations to the authorities of the principal railway systems serving Cawnpore on the subject of excessive delays in the transit of goods and of parcels consigned to and from Cawnpore.

The question has been brought to the notice of the Railway Board and it is probable that the Commission which is to be appointed to consider the general question of railway administration in India will take up the question of delays in the course of their enquiries.

My Committee however consider that in the matter of transit delays it is not necessary, as it certainly is not desirable, to await the advent of the Commission, its long-drawn enquiry and its leisurely report, but that it is essentially necessary that something should be done at once, that the Chambers of Commerce of India and the public press should be moved to urge immediately, strongly and insistently for the very early introduction of such improvements as are obviously necessary and can be effected without much trouble or delay, requiring only the determination and co-operation of the various railway undertakings.

I am directed accordingly to request that the Association of Chambers will kindly ascertain the feeling on this point in the various Chambers and induce them to take such concerted action as is necessary to bring about an improvement in the present situation.

It is appropriate to remark that the delays of which the members of my Chamber complain will be found to prevail more in the case of up-country and inland centres than in the case of the ports, for the detentions occur far more often in the case of "smalls," or consignments of less than 81 maunds, than in the case of full wagon loads, and "smalls" are more a feature of interior traffic than of traffic to the ports.

The chief causes of delay are undoubtedly loss of wagon labels, break-down of locomotives and rolling stock, failures in carrying out the system enjoined, and the neglect of duty by the administrative and subordinate staff.

The principal reason for the loss of wagon labels is the lack of standardisation in label brackets, and one of the points for which the Associated Chambers might well press is the immediate introduction of a standard and efficient label bracket on all lines in India, irrespective of gauge, and, of course, of a standard-sized label.

The effects of the constant break-down of rolling stock could be greatly minimised if broad-gauge and narrow-gauge stock were standardised for each gauge on all the Indian Railways. It would then be

a far simpler matter than at present to repair stock which breaks down while running on a foreign line, the necessary repair-parts being according to standard and immediately available.

This remedy naturally cannot be made universal immediately but the Associated Chambers can immediately apply it, to the extent of pressing for the standardisation of all new stock ordered.

In the matter of locomotives my Committee of course appreciate the present difficulties but they consider that the Chambers should press immediately for a more liberal allotment for new engines and for the renewal of worn parts.

Failure in carrying out the system laid down on the various railways and, generally speaking, failures due to inefficiency of the staff are, in the opinion of my Committee, largely contributed to by the railways being understaffed in the higher grades. Competent men will not come out to the railway because the posts are not attractive.

The senior staff is underpaid and it is becoming notorious that the railways are unable to keep all their good men, and that they are being compelled in consequence to pass officers up to posts which they are not fitted to hold.

The remedy is obvious.

The subordinate administrative staffs are also underpaid and the results are constantly to be seen in careless and dilatory working, and neglect of duty, and incompetence and in the general complaints of obstruction and corruption on the part of station officials.

Government has had to raise the scale of pay of its subordinate staffs considerably in practically every department and the railways must follow suit. The recurring strikes on various railways and the formation of associations and unions among railway workers are indicative of unrest and dissatisfaction and in the opinion of my Committee it is for the Chambers of Commerce to press for early action by the railways towards the adequate improvement of the pay and prospects of their senior and subordinate staffs as a preliminary to demanding from them that improvement in their methods and their work which is essential.

A further point to which early, though not necessarily immediate consideration should be given by the Associated Chambers is that of

the substitution for the present heavy, slow goods trains common to all railways of a system of lighter trains running faster and largely increased in number. This naturally implies improved crossing facilities and achievement may consequently be delayed, but the point affects other considerations and should be borne in mind all the same.

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No. 1626/197 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 2nd September 1920.

The SECRETARY,
ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
Royal Exchange, Calcutta.

Dear Sir,—I am directed to acknowledge receipt of your letter, No. 789-A.C., dated the 16th August 1920, and enclosure and, in reply, to state that my Committee are in general agreement with the views expressed by the Upper India Chamber in the letter that accompanied your letter under reply.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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# APPENDIX **N-8.**

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## RAILWAY FREIGHT RATE ON COAL.

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No. 345 T-16.

GOVERNMENT OF INDIA,
RAILWAY DEPARTMENT, RAILWAY BOARD.
DELHI, 23rd November 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—With reference to the correspondence ending with Railway Board's letter No. 345/T-16, dated 23rd January 1920, I am directed to state that owing to the continued increase in the cost of working

consequent on further rises in wages and price, of materials, Railways have again been forced to consider the question of rates charged for the carriage of coal, the existing rates being unremunerative and in some instances involving actual loss.

2. After careful consideration the Government of India have approved of the introduction of the following revised scale for the carriage of public coal with effect from the 1st April 1921 :—

| Miles. | Per maund per mile. |
|---|---|
| | Pie. |
| 1-200 | 0·15 |
| plus for 201-300 | 0·13 |
| ,, for 301-700 | 0·07 |
| ,, for 701 and beyond | 0·06 |

3. I am to enclose for information a statement showing a few specific examples of the effect of the new scale.—I have, etc.,

R. McLEAN,
Secretary, Railway Board.

*Calculated rates from Jherriah for public coal.*

| Station to | Rate per ton. | |
|---|---|---|
| | From 1-4-20. | Proposed. |
| | Rs. a. p. | Rs. a. p. |
| Howrah .. .. .. .. | 3 8 0 | 3 13 0 |
| Cawnpore .. .. .. .. | 6 6 0 | 7 15 0 |
| Delhi .. .. .. .. | 8 8 0 | 10 8 0 |
| Amritsar .. .. .. .. | 10 3 0 | 12 10 0 |
| Lahore .. .. .. .. | 10 8 0 | 12 14 0 |
| Karachi City .. .. .. | 13 14 0 | 16 11 0 |
| Ahmedabad .. .. .. .. | 11 5 0 | 14 0 0 |
| Bombay .. .. .. .. | 12 12 0 | 15 10 0 |
| Madras .. .. .. .. | 11 7 0 | 13 13 0 |

No. 2416/63 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 8th December 1920.

The SECRETARY, RAILWAY BOARD,

Delhi.

Sir,—I have the honour to acknowledge receipt of your letter No. 345-T-16 of the 3rd ultimo and in reply to state that my Committee have no objections to raise in regard to the proposed increase of railways rates for the carriage of public coal as detailed in your letter.—
I have, etc.,

H. ROYAL,
*for* Acting Secretary.

# APPENDIX **N-9.**

## COAL SUPPLY.

TELEGRAM No. 34-T, dated 27th May 1920.

From—Railway Board, Simla.

To—Chamber of Commerce, Bombay.

Owing to continued pressure on capacity of Indian Railways Railway Board are compelled to urge that all coal for bunkering purposes shall in future be carried to Indian Ports other than Calcutta by sea and not by rail. This is merely a reversion to the practice in existence before the war when coal for bunkering purposes was usually carried by sea. As quantity of coal that Kidderpore Docks can deal with is limited it will be necessary to curtail amount to be exported to foreign ports and it is proposed to prohibit such export except under license. It is considered that in addition to bunker coal which in accordance with above should now be routed *via* Kidderpore Docks and to loco. coal for Rangoon, Madras and Colombo there will only be room for 100 wagons a day for export coal to foreign ports and licenses will be given for this amount only for the present. In order to avoid loss and demurrage

to steamers it is suggested that exporters under license should pool their coal and only have one steamer under load at a time. This procedure will have effect from 15th June and remain in force for 6 months and unless at expiry of this period it is considered necessary to prolong this control, the pre-war procedure for allotment of wagons will then be introduced. Please wire early your remarks on above proposals.

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No. 1011/70 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 4th June 1920.

The SECRETARY, RAILWAY BOARD,
Simla.

Sir,—I am directed to confirm the dispatch of the underquoted telegram in reply to your telegram of the 27th ultimo :—

> BEGINS:—Your telegram 27th May, Bombay Chamber welcomes and supports Railways proposals that all Coal for bunkering purposes shall, in future, be carried to Indian ports other than Calcutta by sea and not by rail. Considers it paramount importance to trade of India that produce should be transported freely over railways. When adopting proposal, however, Chamber considers sufficient notice should be given to various interests concerned in order that they may endeavour secure tonnage which may be difficult obtain. Presume coal for Government requirements Bombay, Karachi will also be transferred to sea route. Question export coal is chiefly matter for discussion Bengal Chamber, Ends.

2. In this connection, I am to refer in particular to the opinion of my Committee above expressed in regard to the desirability of giving sufficient notice to the various interests concerned. Although my Committee have stated in their telegram that such notice is necessary in view of the difficulty experienced at the present time in obtaining tonnage, they desire me also to suggest to the Railway Board the advisability of representing to the Calcutta Port Commissioners the necessity for an early improvement in the facilities provided at the Kidderpore Docks for the reception and handling of Coal. At present, they understand from your telegram, considerable difficulty is experienced in coping with the traffic offering under the existing arrangements, and,

in their opinion, no permanent relief in that direction can be effected until such time as the facilities at present provided in the Docks in question are considerably increased and improved.—I have, etc.,

C. B. SAYER,

Acting Secretary.

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TELEGRAM No. 1064/70 of 16th June 1920.

From—Chamber of Commerce, Bombay.

To—Railway Board, Simla.

Committee Bombay Chamber invite reference to their telegram second June and letter in confirmation fourth instant in reply to your telegram of twenty-seventh ultimo on subject of transfer of Coal for bunkering purposes to Sea route. Committee glad to be informed what present position is. Also whether date from which new system will be adopted has been finally settled.

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TELEGRAM No. 34-T, dated 22nd June 1920.

From—Railway Board, Simla.

To—Chamber of Commerce, Bombay.

Your telegram 16th instant regarding transfer of coal for bunkering purposes to the sea route matter is still under consideration and reply will be sent as soon as possible.

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*Government of India Press Communiqué, dated Simla, the 9th July 1920.*

The continued pressure on the Indian Railway system has compelled the Railway Board to urge that all the coal required for bunkering purposes in Indian ports should in future be carried by sea instead of by the all rail route. This is merely a reversion to the practice existing before the war, when such coal was almost invariably carried by sea from Calcutta. As, however, the quantity of coal which can be handled at the Kidderpore docks is limited, and as there is at present a considerable demand for coal for export from India, the adoption of this proposal involves the further proposal that the exports of coal from India should be brought under control.

The Government of India are most reluctant now that the war is over to embark upon further schemes involving restrictions on trade, but they are aware that the general trade of the country is being gravely hampered by the difficulty of moving produce and that many of the industries of India, especially the small industries, have suffered severely from the difficulty of obtaining coal. These difficulties are due in part to the number of wagons which are employed in taking coal from the coalfields to Indian ports, particularly Bombay and Karachi, and the Government of India recognise that considerable relief would be ensured if such coal were diverted *via* the shorter route to Kidderpore and thence conveyed by sea. They have also been forced to take into account the restrictions recently imposed by His Majesty's Government on the exports of coal from the United Kingdom and the prohibition of exports except under licence from South Africa.

Commercial opinion throughout the country has been sounded through the medium of the Chambers of Commerce and is unanimously in favour of the Railway Board's proposal. The whole subject has also been discussed by representatives of the Government of India and of the Railway Board with conferences organised by the Bengal Chamber of Commerce. As far as can be judged from the proceedings of these conferences, which were attended by the representatives of the Bengal Chamber of Commerce, the Bengal National Chamber of Commerce, the East Indian, Bengal-Nagpur and Eastern Bengal Railways, the Indian Mining Association, the Indian Mining Federation and Commissioners for the port of Calcutta, commercial opinion in Calcutta is entirely in favour of the proposal.

It has been decided, therefore, temporarily to prohibit the export of coal from India except under license with effect from the 24th July next, and a notification under Section 3 of the Import and Export of Goods, Act 11 of 1916, giving effect to this decision, will be published on that day in order to give time to those concerned at the ports of Bombay, Karachi and Madras to make arrangements to obtain bunkering coal for those ports by sea. They will continue to receive preferential treatment in the matter of wagons for the conveyance of bunker coal by the all rail route up to the end of August next. From the beginning

of September no preference will be given on the railways for bunker coal required for Indian ports except from the coal-fields to the Kidderpore docks.

The method in which it is proposed to give effect to the decision of the Government of India has been worked out in consultation with the conferences referred to above. All coal leaving Calcutta by sea, for whatever destination, will require a license. The licensing officer will be Mr. Lloyd, I.C.S., Collector of Customs, Calcutta. It is hoped by improved arrangements at the docks and by improved co-ordination between the berthing of steamers and the supply of coal from the coal-fields that the Kidderpore docks will be able to handle 250,000 tons of coal per month, and this quantity will be allocated in the order named, Coal shipped by the Crown (namely coal for the Royal Indian Marine, Loco. coal for the Burma, Madras and Ceylon Railways), coal required for Burma for bunkering at Indian ports and coal required for bunkering at important ports in the vicinity of India.

The quantities available for foreign ports will be strictly limited and the present exports will be restricted to Colombo and Singapore with occasional cargoes for Sabang.

Applications for licenses for export should be made to Mr. Lloyd.

It should be noted that the export prohibition applies to all Indian ports, and that licenses will be needed for bunker coal required by steamers sailing from Indian ports. The Collector of Customs at each port is the officer to whom application should be made. Generally speaking, no coal will be released for export from any port other than Calcutta except coal required by steamers for actual use on the voyage.

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No. 1395/70 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 24th July 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
RAILWAY DEPARTMENT (RAILWAY BOARD),
Simla,

Sir,—I am directed to refer to the correspondence resting with your telegram, dated the 22nd June 1920, regarding the proposal that all coal for bunkering purposes shall, in future, be carried to Indian Ports

other than Calcutta, by the sea route instead of by rail and, in particular, to the Press Communiqué issued by the Government of India, dated the 9th July 1920, announcing the nature of the steps which it is proposed to take in order to give effect to the same.

2. In the above connection I am to state that my Committee, in expressing their approval of the proposal when first mooted, did so in the belief that it was the intention of Government eventually to prohibit the transport by rail, except between the coal-fields and Kidderpore Docks, of all coal required for bunkering purposes.

3. My Committee, however, regret to observe from the Communiqué above referred to that Government propose, on and after the beginning of September, merely to withdraw the concession by means of which preferential treatment in the matter of wagons for the conveyance of bunker coal is now granted, and not entirely to prohibit the transport of such coal by rail. While my Committee appreciate the difficulties attendant upon the adoption of the policy of total prohibition they are of opinion that the measures at present proposed will not accomplish the end in view, having regard to the present great difference in the market price, in Bombay and other ports, of rail-borne and sea-borne coal respectively and the malpractices to which any system that admits of such a margin lends itself.

4. If, however, Government cannot see their way, at the present stage, to adopt the policy of absolute prohibition urged above, my Committee are of opinion that the measures outlined in the Communiqué can still be made to create the effect intended if the Collectors of Customs at each port are authorized only to grant bunkering licenses in respect of such coal as they are satisfied has arrived in the port by the sea route. My Committee presume that it is the intention of Government to issue instructions upon these lines, but they would appreciate a definite announcement to that effect, in the absence of which, they submit, the scheme proposed in the communiqué cannot be said in any way to carry out the intention of the proposal originally submitted to them.—I have, etc.,

C. B. SAYER,
Acting Secretary.

No. 5005.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE,
SIMLA, the 7th August 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to reply to your letter No. 1395-70, dated the 24th July 1920, addressed to the Railway Department of the Government of India, regarding the coal control scheme. Your Committee, suggests that, if the Government of India are unable absolutely to prohibit the transport of coal by rail except between the coal-fields and Kidderpore Docks of all coal for bunkering purposes, Collectors of Customs at each port should be authorised to grant bunkering licenses only in respect of such coal as they are satisfied has arrived in the port by the sea route.

2. In reply, I am to say that the Government recognise the importance of the question raised by your Committee. They have already addressed the Government of Bombay on the subject and are also in communication with the Collectors of Customs. When a decision has been arrived at, a further communication will be addressed to you.—I have, etc.,

C. A. INNES,
Secretary to the Government of India.

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No. 2024/70 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 12th November 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE,
Simla.

SIR,—I am directed to inform you that the attention of my Committee has been drawn recently to an extremely undesirable feature of the present Coal transport system, namely, the apparent facility with which collieries are able to sell their coal, loaded into wagons, to the highest bidder at pits mouth regardless of the extent to which they are behindhand with supplies under their contracts with Mill Agents and industrial concerns generally.

2. Although my Committee are not in a position to agree in detail with the observations made by the Indian Merchants' Chamber and Bureau in its recent letter to your Department upon the same subject, my Committee are strongly of opinion that the particular feature of the situation above indicated, which they understand is becoming more and more pronounced and is entirely responsible for the present unreasonably high prices for coal in Bombay, is not only an undesirable one but one that is wrong according to every standard of commercial morality.

3. In view of the conflicting rumours regarding the manner in which the supply of wagons for coal for the textile industry and industrial concerns upon this side of India is being regulated, *i. e.*, whether the X Class supply is still being granted upon the recommendation of the Local Coal Certifying Authority or whether the textile industry, in particular, is now dependent upon wagons obtained under public supply, my Committee would appreciate a definite explanation of the system at present in force and the reasons which led to its adoption.

4. As a matter of urgent and primary importance, however, my Committee desire to be informed whether Government are able in any way to prevent collieries putting up their raisings to tender and disposing of the same, loaded in trucks, to the highest bidder when they are behindhand upon their own admission, with their contracts. My Committee understand that the Coal Transportation Officer has modified powers in this respect, but in view of the widespread extent of the evil, they would be glad to learn whether Government are in a position to contend with the evil.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 8190.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE,
DELHI, the 23rd November 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to acknowledge the receipt of your letter No. 2024-70, dated the 12th November 1920, regarding certain features of the present coal transport system, and to say that the matter is receiving attention.—I have, etc.,

C. A. INNES,
Secretary to the Government of India.

# APPENDIX N-10.

## PRIORITY ALLOTMENT OF WAGONS.

No. 169/T-19.

GOVERNMENT OF INDIA,
RAILWAY DEPARTMENT (RAILWAY BOARD).
SIMLA, the 6th April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to forward herewith a copy of letter No. 197, dated the 13th March 1920, from the Honorary Secretary, Indian Mining Federation, Calcutta, with the request that the Railway Board may be favoured at an early date, with an expression of your opinion thereon,—I have, etc.,

S. D. MANSON,
Assistant Secretary, Railway Board.

*Copy of a letter No.* 197, *dated* 13*th March* 1920, *from the Honorary Secretary, Indian Mining Federation, to the Secretary, Railway Board.*

I am directed by the Committee of the Indian Mining Federation to acknowledge the receipt of your letter No. 169 T-19, dated the 5th of March 1920. They regret to find that their letter No. 99, dated the 10th February last, and the resolutions of the Members of the Federation assembled in a General Meeting on the 10th February 1920, were so misunderstood by the Railway Board as to be interpreted to aim to annul the rules for wagon supply agreed to at the meeting held at Calcutta on the 13th January 1920. The Committee in submitting their proposal for associating a Committee of representatives of the interests vitally concerned in the coal industry with the authority deputed to allot wagons for coal, had particularly aimed to ensure the proper execution of the very rules agreed to for such allotment. They had hoped that from the reference made by their Chairman in his speech before the Special General Meeting of the Federation on the 10th February last, a copy of which was forwarded to the Board, the Board would understand that such an unwarrantably large and quite disproportionate allotment of wagons under special supply, could

have only arisen from a serious defect in the arrangement for the administration of the rules of wagon supply and from want of that information on the part of the controlling authority of the conditions of the coal trade and the requirements of the industries of the country which alone could ensure a proper administration of the rules and that this state of affair cannot be improved unless the coal industry is represented in the arrangement for execution of the rules framed for allotment of wagons.

As all the control, excepting that for bunkering and shipment purposes, now being exercised on the coal industry specially with a view to ensure despatch, by R. R. supply, all the coal requisitioned by the Mining Engineer to the Railway Board till March 1920, will be removed from the 1st of April next, the administration of the rules for allotment of wagons for coal will, following the pre-war arrangement, devolve on the Coal Manager, East Indian Railway, and the Coal Manager, Bengal Nagpur Railway. The Committee earnestly pray that, with a view to ensure proper administration, the representatives of the coal industry be associated with the Railway authorities and a Committee be appointed consisting of the Coal Manager, East Indian Railway, and the Coal Manager, Bengal Nagpur Railway, and two representatives of the coal industry, one of the Indian Mining Association and one of the Indian Mining Federation for the purpose of executing the rules of allotment of wagons for coal from the 1st April next.

The Committee understand that a representation has been submitted to the Government to retain the post of the Coal Transportation Officer. The control on the coal trade was imposed for the successful prosecution of the war and as such its necessity ceased with the cessation of hostilities. The Government, however, thought it necessary to retain the control in a modified form for the present for ensuring despatch of the coal requisitioned by them till March 1920. Now when all the grounds on which the control was based, have disappeared, the Committee refuse to believe that, the Government would agree to retain any longer the control on the Coal trade and the post of the Coal Transportation Officer to exercise such control. They desire to submit that the control on the coal trade has already occasioned grievous losses to a large number of collieries and its continuance is fraught with disastrous consequences to the cause of Indian enterprise in the coal industry and other industries of the country.

No. 590/110 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 23rd April 1920.

The SECRETARY, RAILWAY BOARD,
Simla.

Sir,—I am directed to acknowledge receipt of your letter No. 169-T-19, dated 6th instant, forwarding a copy of a letter from the Indian Mining Federation, Calcutta, and inviting the views of this Chamber thereon.

2. In reply I am to state my Committee are of opinion that the proposals of the Federation might be given a trial and if it be decided to do so, they will be interested to know if the new scheme is working satisfactorily.—I have, etc.,

C. B. SAYER,
Assistant Secretary.

# APPENDIX N-11.

## FIRES IN RAILWAY STATION YARDS.

THE BOMBAY FIRE INSURANCE ASSOCIATION,
GRAHAM'S BUILDING,
BOMBAY, 11th March 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Fires in Railway Station Yards (Bombay and Mofussil).*

Dear Sir,—We are directed by our Committee to enclose herewith for your information copy of a letter which we have addressed to the Madras and Southern Mahratta Railway, the G. I. P. Railway and the B. B. & C. I. Railway in the above connection, and to request that you will be good enough to assist us in our endeavours to get the Railway Companies to improve the existing conditions in the manner suggested in our representation.—Yours faithfully,

A. F. FERGUSON & Co.,
Secretaries.

Copy of Letter addressed to—

The General Traffic Manager ..
1 M. & S. M. Railway.
2 G. I. P. Railway and
3 B. B. & C. I. Railway.

BOMBAY, 11th March 1920.

*Fires in Railway Station Yards (Bombay and Mofussil).*

Sir,—We are directed by our Committee to approach you in connection with the large number of serious fires which have occurred recently in cotton lying in Railway yards, particularly in the cotton districts. Our Committee have been informed that extremely heavy stocks of cotton bales and cotton seed lie on Railway premises owing to good cotton crops this year, and that the limited space in most cases has led to very considerable congestion, and cotton has necessarily been placed in closer proximity to the railway line than has been the practice hitherto. It has been suggested that in many cases the fires have originated through engine drivers causing the emission of numerous sparks when starting or shunting on station premises and we are directed to request that instructions be issued, with the least possible delay, to all engine drivers to take the utmost precautions to prevent sparks when starting or shunting engines in Railway premises containing such inflammable property. It has also been pointed out that in many cases storage space is available in proximity to railway yards, and that the Railway Companies might arrange to accept less cotton for storage in Railway yards where such other space is available. This would enable Railway Companies to arrange for spaces being left between the different lots stored in their yards and so to a certain extent minimise the risk of fire spreading.

Our Committee will be glad if you will take this matter up and inform us what arrangements you may be able to come to in the matter as it is one which is causing considerable apprehension, and unless the existing conditions are improved, the merchants will have increasing difficulty in obtaining the Insurance protection required to carry on their business.

No. 467/95 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 29th March 1920.

The SECRETARY,
BOMBAY FIRE INSURANCE ASSOCIATION,
Bombay.

Dear Sir,—I am directed to acknowledge receipt of your letter, dated 11th March 1920, enclosing a copy of a letter addressed by the Committee of your Association to certain railway administration upon the subject of fires in Railway station yards in Bombay and the mofussil.

2. In reply, I am to state that the representation made by your Committee in the above connection has received the careful consideration of my Committee. My Committee, however, regret that as, in their opinion, a sufficiently strong case in favour of the proposed measures has not been made out they cannot see their way to support the representation in question.—Yours faithfully,

R. E. GREGOR-PEARSE,
Secretary.

No. 1208.

THE BOMBAY FIRE INSURANCE ASSOCIATION,
GRAHAM'S BUILDING,
BOMBAY, 7th April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—We are directed by our Committee to acknowledge receipt of your letter No. 467-95, dated 29th ultimo. Our Committee regret to note the decision of your Committee not to support the representation in question. They are glad, however, to be able to inform you that the representation has already received the favourable consideration of both the B. B. & C. I. and the Madras & Southern Mahratta Railway Companies, and we are directed to enclose herewith copies of the replies received from both of these Companies for the information of your Committee.—We have, etc.,

A. F. FERGUSON & Co.,
Secretaries.

No. G./9595.

THE MADRAS & SOUTHERN MAHRATTA RAILWAY CO., LTD.
GENERAL TRAFFIC MANAGER'S OFFICE,
CENTRAL STATION,
23rd March 1920.

The BOMBAY FIRE INSURANCE ASSOCIATION,
Graham's Building,
Bombay.

*Fires in Railway Station Yards (Bombay and Mofussil).*

Dear Sirs,—With reference to your letter, dated the 11th instant, we do not allow over congestion of cotton at Booking Stations on the Railway in proximity to the running line.

As regards the Drivers causing the emission of sparks from their engines I have addressed the Loco. and Carriage Superintendent of this Railway.—Yours faithfully,

(Sd.)
Acting Deputy Traffic Manager, Transport.

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No. V. 288.

BOMBAY, BARODA & CENTRAL INDIA RAILWAY COMPANY.
GENERAL TRAFFIC MANAGER'S OFFICE,
BOMBAY, 3rd April 1920.

The SECRETARIES,
BOMBAY FIRE INSURANCE ASSOCIATION,
Graham's Building, Bombay.

Dear Sirs,—I beg to acknowledge receipt of your letter, dated 11th March 1920, and to inform you that orders have already been issued to drivers to exercise care between outer signals and not to take fires whilst running through at stations where grass or cotton is allowed to be stacked in yards.

Instructions will again be issued to them.—Yours faithfully,

(Sd.)
General Traffic Manager.

THE BOMBAY FIRE INSURANCE ASSOCIATION,
GRAHAM'S BUILDING,
BOMBAY, 7th July 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Fires in Railway Yards.*

Sir,—In continuation of our letter of 7th April last in the above connection, our Committee are glad to be able to inform you that the G. I. P. Railway Company have also given our representation their favourable consideration and we are directed to enclose herewith copy of their reply for the information of your Committee.—We have, etc.,

A. F. FERGUSON & Co.,
Secretaries.

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No. G. 1820.

BOMBAY, 26th June 1920.

From—The Deputy Traffic Manager, Coal, G. I. P. Railway Bombay.
To—The Secretaries, The Bombay Fire Insurance Association, Graham's Building, Bombay.

*Fires in Railway Yards.*

Dear Sirs,—With reference to your letter No. 1208 of 14th June 1920, the Loco. Superintendent, Parel, advises me that he has issued a Notice to all drivers to exercise the greatest care to curtail the emission of sparks, at those stations where cotton is collected and trust this will improve matters.—Yours truly,

(Sd.)
For Acting Deputy Traffic Manager,
Commercial.

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No. 1313/-95 of 1920.

CHAMBER OF COMMERCE,
Bombay, 9th July 1920.

The SECRETARIES,
THE BOMBAY FIRE INSURANCE ASSOCIATION,
Graham's Building, Bombay.

Dear Sirs,—I beg to acknowledge receipt with thanks of your letter of the 7th instant with further reference to the subject of fires in Railway station yards.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

# APPENDIX N-12.

## CONGESTION IN UP-COUNTRY STATION YARDS.

No. 2190 of 1920.

GREAT INDIAN PENINSULA RAILWAY,
GENERAL TRAFFIC MANAGER'S OFFICE,
BOMBAY, 26th April 1920.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I beg to draw your attention to the state of things existing at many up-country stations, especially in the cotton districts, when receipt of traffic by the Railway is restricted, and to suggest that it be desirable that your Members should consider the position and endeavour to arrive at some arrangement as will improve matters and avoid the present scramble and expenditure that now occurs when the railway gates are opened for traffic.

2. I beg to attach a copy of the regulations governing the receipt of traffic at stations on the railway. When the receipts are in excess of what can be despatched, restrictions have to be placed on what can be received in the station premises. When he is in a position to receive, the Station Master gives notice of the number of bales or bags he will receive. When that number has passed, the railway gates, they are closed.

3. Under existing arrangements when the railway is receiving traffic, there is a rush on the part of senders to get their goods into the station yard before the limit laid down by the Station Master is reached. The prices of carts go up by leaps and bounds. The approaches to station get congested and in the absence often of police control there is a regular scramble to get into the station yard. These conditions are far from satisfactory and are involving the trade in much expenditure that might be avoided.

4. It seems to me that the arrangements might be bettered if merchants at the forwarding station would either form a Committee amongst themselves to allot to each merchant the number of bales or bags that he should bring into the station yard when such can be

received, or that the merchants should agree to apportion such a number between themselves. It may be necessary to revise such allotments periodically.

5. I shall be obliged if you will give the matter your consideration.

Yours truly,

A. C. RUMBOLL,
General Traffic Manager.

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GREAT INDIAN PENINSULA RAILWAY

Slip No. 28.

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*No.* 101. *Procedure to be adopted in regard to the despatch of Goods.*

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The following procedure is to be adopted in regard to the despatch of goods :—

I. A sender desiring to despatch goods by Railway will bring his goods into the Railway Yard and stack them on the platforms in a manner prescribed and in a position to be pointed out by the Railway Company.

II. Should the quantity of goods tendered be in excess of the accommodation available the Railway Company will close its gates to the receipt of goods for despatch. The Railway Company will be the sole judge of when it is necessary to close its gates to the receipt of goods traffic, but it will endeavour to give notice at 18 hours the previous evening of its intention to do so. When the Railway Company opens its gates for the reception of a limited quantity only of goods on any day the quantity to be received will be stated in the notice referred to.

III. When a consignment is complete and ready for despatch the sender will tender a consignment note to the clerk appointed for the purpose ; the latter will enter the same in a Register and give it a serial number, and will indicate the order in which the consignments have been offered for despatch to the Railway Company. The sender or his Agent tendering the consignment note for registration must sign his name in the appointed column in the Register, as evidence that he releases the Railway Company from all liability until the Railway Receipt is granted.

IV. When wagons are available the consignment notes will be accepted from the sender and the consignments loaded according to the serial number marked on the consignment notes, subject to the proviso that:—

(i) When a consignment is such as can be forwarded as transhipment it may be forwarded out of turn by the daily Road Van Service, or it may be detained by the Railway Company to secure a wagon load.

(ii) When the consignment is of a perishable nature, it shall be despatched at once.

V. A Railway Receipt will not be granted until the consignment has been loaded, separate receipts being given for each wagon load.

VI. The Railway Company will not be responsible for any goods that may be brought on their premises for despatch, until such time as they have been loaded and the Railway Receipt for the same given.

2. A register of consignment Notes [Form T. 222 B.], sample attached, is to be maintained at all goods booking stations. Every consignment note that may be tendered in respect to outward goods must be entered in this register, which is open to inspection by any merchant on application being made to the Station Master.

Inspection must be made in the presence of the Station Master, or some other responsible member of the staff.

3. In the event of the station gates having to be closed consequent on goods being tendered in excess of the accommodation available, they must not be opened again until a fairly large space is available of the reception of further goods, when notice will be given of the quantity the Station Master is prepared to receive. A man must then be posted at the gate to take count of the bags or bales that may pass into Railway premises, so that no more than the required quantity be admitted.

4. When unloading from carts on to the platform, bags or bales must be stacked from the front to the back of the platform, one line of bags being completed before a second is started. This will prevent the consignment of one merchant being stacked behind that of another merchant, and will ensure the largest wagon frontage for the greatest number of consignments.

5. In order that a merchant may as far as possible stack in one place all the bags that he intends to bring during the day, he should be asked to send his consignment note with the first cart, or, when his first cart arrives, to say how many bags or bales he intends to bring; the clerk supervising the space for stacking goods on the platform will then be in a position to provide the accommodation required. If, however, there is a restriction of traffic, and the space allotted has not been availed of at the time of closing the gates, the space not used will be given to other merchants whose carts are within the Company's premises.

6. When goods are loaded in Road Vans, the letters "R. V." must be entered after the wagon number in the Consignment Note Register; for instance, if a consignment of three bales piece-goods be loaded in Road Van No. 10382, the entry in the column "Wagon in which loaded" must be "10382 R. V."

7. With reference to Column three "Number of packages" appearing in the form of register attached hereto the number of packages tendered for despatch must be entered in words under the figure as follows:—

| 50 | 100 |
|---|---|
| Fifty | One hundered |

8. Should a consignment, already tendered for despatch under a Consignment Note, be sold to another dealer, the entry under the old Consignment Note in the Consignment Note Register must be cancelled and a new Consignment Note be prepared and registered in its proper turn irrespective of whether the consignment referred to has been at the station or not.

9. When station gates are closed against the admission of grain and seeds into Railway premises, no registration of consignment notes relating to Timber, Fire-wood, Stone, Ballast, Kunker, etc., that may have been stacked in the station yard, must be permitted.

10. It may be necessary to modify these instructions somewhat at the larger stations where work is divided between several persons. In that case, the District Traffic Superintendent will issue subsidiary orders which must, in no way, affect the principle of serial loading.

A. C. RUMBOLL,
General Traffic Manager.

BOMBAY, 5th June 1913.

*REGISTER OF CONSIGNMENT NOTES.* [T. 222 B.]

*Date,* _____ 191 .

| Serial No. | * Section Post No. | No. of Packages. | Description | Sender's name. | Station to. | Despatched. | | | I/We indemnify the Railway from all ad interim liability till the Railway Receipt is granted for goods tendered. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Wagon No. | Date. | Reference loading book. | | |
| | | | | | | | | | | |

* This column is only to be filled up where the Goods Platform is divided into sections.

No. 946-129 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 20th May 1920.

The GENERAL TRAFFIC MANAGER,
GREAT INDIAN PENINSULA RAILWAY.

Dear Sir,—I am directed to acknowledge receipt of your letter No. G-2190, dated the 26th April 1920, and its accompaniment, in regard to the congestion at up-country railway stations.

2. In reply I am to state that my Committee, while they appreciate fully the difficulties with which the railway administrations are faced in this connection, are of the opinion that the only remedy for the present state of affairs is to be found in the adoption of a system whereby no goods are allowed into the railway yards without a permit for the same having been obtained previously.

3. They consider, however, that the manner in which such a system should be worked is a matter which might well receive the consideration of the railway administrations concerned and in this connection they venture to suggest that the various District Traffic Superintendents be requested to draw up a joint memorandum upon the subject for the consideration of the General Traffic Manager.

4. I am to add that my Committee are further of the opinion that an enquiry as to whether all the station yards are sufficiently large, might also be initiated at this stage by the officers in question.—Yours faithfully,

R. E. GREGOR-PEARSE,
Secretary.

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G. 2190.

GREAT INDIAN PENINSULA RAILWAY,
GENERAL TRAFFIC MANAGER'S OFFICE,
BOMBAY, 2nd July 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Your No. 946-1290 *of 20th May* 1920.

Dear Sir,—I am obliged for your above.

2. Under the Railway Act we are not permitted to give preference. The permits therefore suggested by you could only be given if the

merchants were prepared to agree together as to what permits are to be given to each of them, with regard to the serial order in which they are to be given and the quantity of goods to be brought in by each one.

3. Our station compounds are extensive and no question arises as to the capacity of our yards for receiving goods.—Yours truly,

W. ALEXANDER,
Acting General Traffic Manager.

## APPENDIX **N-13.**

## DESPATCH OF MANGANESE ORE FROM UP-COUNTRY STATIONS.

No. 1075-166 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 19th June 1920.

The SECRETARY, RAILWAY BOARD,
Simla.

Sir,—I am directed to confirm the despatch of the underquoted telegram, dated the 16th June 1920, upon the subject of the despatch of Manganese Ore from up-country stations, notably in the Central Provinces to Bombay :—

> "Committee, Bombay Chamber, desire represent to Railway "Board serious position created through failure of railways "to provide wagons for despatch Manganese Ore from up-"country to Bombay over considerable period. Entire ab-"sence of supplies having serious adverse effect upon export "trade of the Country. Request Railway Board urge rail-"ways concerned afford all possible facilities for allotment "of wagons for above purpose."

2. In the above connection, I am to state that, while my Committee appreciate fully the difficulties experienced by the Railway Companies in regard to the allotment of the inadequate number of wagons at their disposal in such a manner as to meet the many and varied claims for priority treatment submitted to them, they are of opinion that the case of Manganese Ore calls for special consideration.

3. My Committee desire to base their claim, if not for priority of allotment of wagons, at least for such facilities as will ensure a temporary alleviation of the present situation, upon the ground that the inability of Shipping Companies to secure even the smallest consignments of the commodity in question renders the safe loading of all steamers carrying cargo a matter of increasing difficulty, thereby creating serious dislocation in the export trade of the Country.

4. My Committee trust that this representation will receive the careful consideration of the Railway Board and that the railway companies concerned may be advised of the urgent necessity for immediate action in the matter.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 278 T-16.

GOVERNMENT OF INDIA,
RAILWAY DEPARTMENT.
(RAILWAY BOARD).
SIMLA, 29th June 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 1075-166, dated the 19th June 1920, on the subject of the despatch of Manganese Ore from up-country stations to Bombay, and to state that the matter is being brought to the notice of the Agents of the Great Indian Peninsula and Bengal Nagpur Railways.—I have, etc.,

S. D. MANSON,
Assistant Secretary, Railway Board.

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No. 1297/166 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 8th July 1920.

The AGENT, BENGAL NAGPUR RAILWAY,
Calcutta.

Dear Sir,—I am directed to inform you that my Committee have had occasion recently to represent to the Railway Department (Railway Board) the serious adverse effect upon the export trade of the

Country created by the continued inability of the railway administrations concerned to provide wagons for the despatch of Manganese Ore from up-country stations to Bombay.

2. From a communication which my Committee have received from the Railway Board in reply to their representation, they understand that the matter has been brought to your notice and I am, therefore, to state that they would be glad if you would be good enough to advise them as to the nature of any action you may have been able to take with a view to the granting of such facilities as will ensure, at any rate, a temporary alleviation of the present situation.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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Similar letter to the Agent, G. I. P. Railway, Bombay.

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No. 15 M. T.-43.

VICTORIA TERMINUS,
BOMBAY, 20th July 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Manganese Ore traffic.*

*Your letter No.* 1297-166, *dated* 8*th July* 1920.

Dear Sir,—With reference to your letter quoted above, handling labour trouble on the Bengal-Nagpur Railway recently resulted in a restricted traffic being dealt with *via* Itwari, but this has since been put right.

2. In regard to traffic *via* Nagpur, we are pushing down empties to the B. N. Railway and it is hoped this will give an increased allotment to Manganese Ore despatching stations.

3. I might add that the supply of wagons for Maganese Ore traffic rests with the B. N. Railway.—Yours faithfully,

A. C. RUMBOLL,
Acting Agent.

No. 10709.

BENGAL-NAGPUR RAILWAY CO., LD.,

CALCUTTA, 20th July 1920.

The SECRETARY CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—I am in receipt of your letter of 8th July.

Owing to the demands for transport of coal I regret it has not been possible to meet the requirements of firms wishing to despatch Manganese from the Central Provinces to Bombay. Recent orders, however, of the Railway Board whereby coal for Bombay, Madras and other ports is to be conveyed by sea will, it is hoped, somewhat alleviate the position as regards the supply of wagons for Manganese to Bombay.—Yours faithfully,

A. C. CARR,

Acting Agent.

# APPENDIX **N-14.**

## DESPATCH OF PIECE-GOODS PACKAGES BY PASSENGER TRAIN TO UP-COUNTRY STATIONS.

WHEELER'S BUILDING, 73, HORNBY ROAD,

BOMBAY, 23rd November 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—We are informed that, since some time, the Railway Companies refuse to forward by passenger train packages weighing more than one maund.

As a consequence we are unable to forward by passenger train a number of packages, containing Woollen Piece-goods, which, as is

well known, have only a very short season of sale in the up-country markets, *i.e.*, when the Hill people come down for buying. Your Committee being well aware of the difficulties the Import Trade has to cope with, during the present critical time, we should feel obliged if the Chamber would approach the Railway Companies with the request to exempt Woollen Piece-goods from the restriction mentioned, say for the duration of a month or two. This would enable Importers to forward a fair quantity of goods by passenger train and to make the goods available for consumption, during the present selling season, whilst, if the present restriction is maintained it is instrumental in increasing the difficulties which are already considerable of the Piece-goods trade.—Yours faithfully,

SULZER BRUDERER & Co.

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No. 2512-226 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 17th December 1920.

Messrs. SULZER BRUDERER & Co.,

WHEELER'S BUILDING,

73, Hornby Road.

Dear Sirs,—I am directed to acknowledge receipt of your letter of the 23rd ultimo regarding the refusal of the Railway companies to forward by passenger train packages weighing more than one maund.

In reply I am to state that the matter has received the careful consideration of my Committee and they are of opinion that as the railway administrations are able only with difficulty to carry their legitimate parcels traffic it is not possible for them to open up the booking of heavy consignments by passenger train. Under the circumstances my Committee regret they cannot see their way to take up the matter in the manner you desire.—Yours faithfully,

C. B. SAYER,

Acting Secretary.

# APPENDIX N-15.

## NON-OFFICIAL COMMERCIAL MEMBER ON THE RAILWAY BOARD.

No. 58 A. C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE, CALCUTTA,
28th January 1920.

THE Hon'ble Mr. NIGEL PATON.

Dear Sir,—It is within your knowledge that the following resolution was unanimously adopted at the Conference of Chambers on the 8th January :—

> This Conference recommends to the Government of India that the recommendation of the Indian Industrial Commission about the desirability of appointing a non-official commercial member on the Railway Board be given effect to at the earliest possible date.

2. The Hon ble Mr. Crum has considered the question of submitting this resolution to the Government of India. He recognises—as was pointed out by Mr. Grazebrook at the Conference—that, at least so far as regards Calcutta, it would be an exceedingly difficult matter to induce any European merchant of position to accept an appointment on the Railway Board. Mr. Crum feels, therefore, that he had better defer sending the resolution on to the Government until he has fuller information as to the prospects in regard to other commercial centres. He ventures therefore to suggest that the various Chambers should consider whether, so far as their members are concerned, it would be possible if the Government accept the proposal to nominate a suitable and well-qualified European merchant. Should it be the general opinion that such a man could not be found or that it would be a matter of very great difficulty to find him the question of whether the Association would be well advised to proceed with the resolution might be discussed.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

No. 149-45 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 7th February 1920.

The SECRETARY,
ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,
Calcutta.

*The Railway Board.*

Dear Sir,—I am directed to refer to your letter No. 58 A-C. addressed to the Hon. Mr. Nigel F. Paton in regard to the resolution adopted at the Conference of Chambers on the above subject.

2. Mr. Paton desires me to state in reply that the Committee of this Chamber are of the opinion that it would not be possible to find in Bombay a qualified European merchant who would be willing to accept an appointment on the Board and that they, therefore, consider that the Association would be well advised not to proceed with the resolution in question.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

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No. 610/A-C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 21st June 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I am directed to refer to my circular letter, dated 28th January, a copy of which I enclose herein.

2. The replies that have been received from the Chambers suggest that there is considerable difference of opinion, on the point raised by Sir Erskine Crum, as to whether the Association would be well-advised to proceed with the following resolution which was adopted by the Conference :—

> This Conference recommends to the Government of India that the recommendation of the Indian Industrial Commission about the desirability of appointing a non-official commercial member on the Railway Board be given effect to at the earliest possible date.

3. The Bengal, Bombay, Upper India, and Naraingunge Chambers think that the resolution should not be pressed, and the Madras Chamber is also of this opinion, unless the Association is prepared to name a representative. On the other hand the Burma, Punjab and Cocanada Chambers would proceed with the resolution, while the Chittagong Chamber is apparently divided in opinion on the subject.

4. The President of the Association has considered the case and although, on general grounds, he is not in favour of refraining from taking prompt action on resolutions which have been adopted in Conference, he feels that such a recommendation as that in question must, if it is to be successful, be unanimoulsy supported. Further discussion might suggest a line of action that would commend itself to all the Chambers, and, as the subject is not urgent, Mr. Murray suggests that it be included on the agenda of the next annual Conference. Perhaps you will kindly put this suggestion before your Chamber, and favour me with their views upon it.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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No. 1264-138 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 2nd July 1920.

The SECRETARY,
ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
Royal Exchange, Calcutta.

Dear Sir,—In continuation of my letter No. 1211-138, dated the 25th June 1920, in regard to the proposed inclusion of a non-official commercial member upon the Railway Board, I am directed to state that my Committee are in complete agreement with the suggestion that further consideration of the question might well be deferred until the next Annual Conference and that, in the meantime, the Association would be well-advised not to proceed with the resolution passed at the last Conference.—I am, etc.,

C. B. SAYER,
Acting Secretary.

# APPENDIX N-16.

## PORT OF CHITTAGONG.

No. 125-A.C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 31st January 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I am directed by the Hon. Mr. Crum to send yon the enclosed copies of the undernoted letters addressed to the Railway Board and to the Government of Bengal, forwarding the resolution which was adopted by the Conference with reference to the transfer of the port of Chittagong to the Railway Board.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

Enclosures.—

1. Copy of letter No. 103-A. C., dated 24th/30th January 1920, to the Secretary to the Government of India, Railway Department (Railway Board).
2. Copy of letter No. 104-A. C., dated 24th/30th January 1920, to the Secretary to the Government of Bengal, Marine Department.

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No. 103-A,C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 24th/30th January 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
RAILWAY DEPARTMENT.
(Railway Board).

Sir—I am directed to transmit, for the information and consideration of Government, the following resolution, which was unanimously

adopted at the conference of Indian and Ceylon Chambers on the 8th January 1920, on the subject of the transfer of the administration of the port of Chittagong to the Railway Board :—

That Government be asked to guarantee :—

(*a*) That advance copies of the Bill relating to the legalizing of the transfer be sent to the Chittagong Chamber of Commerce, and the Chittagong Port Commissioners for favour of criticism and remark.

(*b*) That the Chittagong Chamber of Commerce shall be at least as well represented, on the new Harbour Board, which will be formed to assist the Assam Bengal Railway Co., Ld., to administer the port (as Agents for the Government of India), as on the existing Port Trust, *i.e.* by one nominated and two elected members.

(*c*) That when the new Port Bill, with reference to the transfer of the port, comes before Government, at least one representative of the Chittagong Chamber be asked to serve on the Select Committee to examine the Bill whether it be before the Imperial Government or the Government of Bengal.

2. I am also to forward an extract fom the proceedings of the conference in which the speeches made in support of this resolution are given. All the members of the Association support strongly the views of the Chittagong Chamber, as expressed in the resolution. They are, that is to say, of the opinion that ample opportunity for examining and criticising the Bill legalizing the transfer should be afforded to the Chittagong Chamber, and the Port Commissioners Further, they urge that the local Chamber should be adequately represented on the new Harbour Board as is proposed in clause (*b*) of the resolution. And they certainly think it to be very desirable that when the Bill is in Council a representative of the Chamber should be appointed specially in connection with its discussion.

3. I am to express the hope of the Association that these three points will be conceded by the Board; and that effect will be given to them in due course.—I have, etc.,

H. M. HAYWOOD,
Secretary.

No. 104—A.C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 24th/30th January 1920.

The SECRETARY TO THE GOVERNMENT OF BENGAL,
MARINE DEPARTMENT.

Sir,—I am directed to submit herewith, for the information and consideration of Government, a copy of the marginally cited letter, and its enclosure, on the subject of the transfer of the port of Chittagong to the Railway Board.

Letter No. 103 A. C., dated the 24th/30th January 1920, from the Secretary to the Associated Chambers of Commerce of India and Ceylon to the Secretary to the Government of India, Railway Department (Railway Board).

2. I am to express the hope of the Association that His Excellency the Governor in Council will be able to approach the Railway Board in support of the proposals made in the resolution referred to in the correspondence.—I have, etc.,

H. M. HAYWOOD,
Secretary.

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*Port of Chittagong.*

Mr. A. R. LEISHMAN (Chittagong):—I rise to propose the following resolution:—

That Government be asked to guarantee:—

(*a*) That advance copies of the Bill relating to the legalizing of the transfer be sent to the Chittagong Chamber of Commerce, and the Chittagong Port Commissioners, for favour of criticism and remark;

(*b*) That the Chittagong Chamber of Commerce shall be at least as well represented on the new Harbour Board, which will be formed to assist the Assam-Bengal Railway Co., Ld., to administer the Port (as Agents for the Government of India), as on the existing Port Trust, *i.e.* by one nominated and two elected members; and

(c) That when the new Port Bill, with reference to the transfer of the Port, comes before Government, at least one representative of the Chittagong Chamber be asked to serve on the Select Committee to examine the Bill, whether it is before the Imperial Government or the Government of Bengal.

In moving the above resolutions, I should like to point out that this Chamber, in the first instance, opposed the transfer, as also did the Chittagong Port Commissioners. My Chamber opines that, as a general principle, Railway and Port control should be separate entities. In the case of Chittagong, the original proposal that the port of Chittagong should become an integral part of the Assam Bengal Railway Co., Ld., has not been insisted on, and the Port will be administered by the Assam-Bengal Railway Co., Ld., as Agents for the Government of India (Railway Board) and this is a considerable modification of the original scheme. The matter is one of finance, and rather than see the port of Chittagong still further retrograde and deteriorate, my Chamber, and the Chittagong Port Commissioners, reluctantly accepted the combined proposals of the Government of India and the Local Government. It would have been preferable, had the port of Chittagong, with its great possibilities, not been deprovincialized, but have been developed by the province, to which it belongs.

It should also be borne in mind that the coasting trade was in existence in Chittagong before the railway, and that a great portion of this trade is independent of the Assam Bengal Railway altogether. The representatives of the two big coasting steamer companies (the British India Steam Navigation Coy., Ld., and the the Asiatic Steam Navigation Coy., Ld.) have their own plant, pontoons and godowns, and naturally require guarantees that their trade shall not be interfered with, for at any rate a term of years. It is very necessary therefore that shipping interests should be adequately represented on the new Harbour Board which is to be created, and also on the Select Committee, which will presumably be formed to examine the Bill legalizing the transfer, and also that an advance copy of the Bill should be sent both to the Chittagong Chamber and the Port Trust, for necessary criticism and remarks.

I do not think I should conclude my remarks without a reference to the Clan Line of Steamers, Ld., who for nearly twenty years now have maintained a regular trade between the United Kingdom, Europe and Chittagong, and who have recently, in conjunction with the Ellerman Bucknall Steamship Coy., Ld., introduced a joint service giving outward loading from Chittagong to America.

The Kornafuli river has so gravely deteriorated of recent years that in July of 1918 the bars silted up to 5 feet, and I can assure you that the difficulties and risks attendant on large steamers visiting the Chittagong jetties to lift valuable cargoes of tea and jute, are considerable.

Now that funds, under the new transfer, are likely to be immediately available for the improvement of the port, I feel confident that the Engineering Department of the Assam Bengal Railway Co., Ld., will tackle the various problems for the reclamation of the Kornafuli river with promptness and success.

RAI UPENDRALAL ROY BAHADUR, (Chittagong):—I would like to add a few words. Mr. Leishman has referred to the representation of the shipping interests connected with the port of Chittagong. The Bill as drafted consists of nine members on the Advisory or Harbour Board, namely, 5 railway, and 4 outsiders, of whom two will be elected by the Chamber of Commerce and one by the Indian Merchants Association. We suggest that the fourth member may be elected by the mercantile community on account of the vested interests connected with the port of Chittagong. In addition to the two coasting steamer companies mentioned by the speaker there are other interests, namely, Indian sailing shipping concerns, which are numerous on our coast, and there are the importers; as also the owners of foreshore lands with godowns standing thereon; and the importers. It is in the fitness of things that they should also be represented on the new Harbour Board. With these few remarks I have much pleasure in supporting the resolution.

THE PRESIDENT then put the resolution to the meeting, and it was carried unanimously.

No. 209-A.C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 9th February 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—In continuation of my letter, dated 31st January, I am now directed to hand you, for your information, the attached copy of a letter, No. 516 Mne., dated 6th February 1920, from the Government of Bengal, Marine Department.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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No. 516 Mne.

GOVERNMENT OF BENGAL, MARINE DEPARTMENT,
CALCUTTA, 6th February 1920.

The SECRETARY,
ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON.
Calcutta.

Sir,—I am directed to refer to your letter No. 104 Ac., dated the 30th January 1920, regarding the transfer of the Port of Chittagong to the Railway Board.

2. In reply I am to state for the information of the Association that intimation has since been received from the Government of India that the necessary legislation to effect the transfer of the port has been temporarily postponed, and that in the meantime the existing arrangements will continue. The Government of Bengal, however, feel no doubt that the Government of India will afford an opportunity to those interested to express their views on the draft bill when it is ready for consideration. I am also to say that the views expressed by the Associated Chambers will receive careful consideration from this Government when the draft bill is submitted to the Government of Bengal for opinion.—I have, etc.,

C. B. BAYLEY,
Deputy Secretary.

# APPENDIX O.

## BRIDGE HEADWAYS OVER NAVIGABLE CHANNELS.

No. 112-A.C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 31st January 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I am directed by the Hon'ble Mr. Crum to hand you the attached copy of a letter which has been addressed to the Government of India, Department of Commerce and Industry, and to the Local Governments of Bengal, Burma, United Provinces and Assam, forwarding the resolution adopted by the Conference with reference to the construction of bridges over navigable channels.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

No. 105-A. C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 29th-30th January 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA, DEPT. OF COM. & INDUSTRY.
" " " BENGAL COMMERCE DEPART.
" " " BURMA COMMERCE DEPART.
THE CHIEF SECY. TO THE GOVERNMENT OF THE UNITED PROVINCES.
THE CHIEF SECRETARY TO THE CHIEF COMMISSIONER OF ASSAM,

Sir,—I am directed to invite the attention of Government to the following resolution which was adopted at the Conference of Indian and Ceylon Chambers of Commerce on the 9th January 1920:—

That this Conference recommends to the Government of India that in every case of the construction of a bridge over

navigable channels in India and Burma a special committee should be appointed comprising adequate representation of non-official members interested.

2. A report of the debate which resulted in the adoption of this resolution is appended hereto. From it the Government will observe that what is aimed at is an arrangement whereby in every case, where the bridging of a navigable river is contemplated, there should be a Committee specially appointed to examine the project and to make recommendations. It would be of course essential that all interests concerned should be adequately represented on the Committee, and it would be of equal importance that the final recommendation of the Committee should be ordinarily accepted, and acted upon, by the Government.

3.* It is hoped by the Association that the proposal will commend itself to the Government of Bengal / Government of Burma / Government of the United Provinces of Agra and Oudh. / Administration of Assam / His Excellency the Governor in Council / His Honour the Lieutenant-Governor / His Honour the Lieutenant-Governor / The Hon. the Chief Commissioner and that will be able to press it upon the attention of the Government of India.—I have, etc.,

H. M. HAYWOOD,

Secretary.

*Bridge Headways over Navigable Channels.*

IV. MR. J. W. HELY HUTCHINSON moved the following resolution:—

That this Conference recommends to the Government of Bengal that immediate steps be taken for the formation of a permanent Committee comprising adequate representation of non-official members to deal with the question of bridge headways over navigable channels in Bengal.

He said:—Mr. Chairman and Gentlemen, this question of bridge headways has occupied the attention of Naraingunge Chamber of

* For Provincial Governments only.

Commerce for many years. It may seem at first sight that it is peculiar to Bengal, but as a matter of fact it raises the whole question of building railways in deltaic countries. In the case of Bengal, as in Burma, we have a system of carrying by river, jute and rice both of which are very important to India and also to Europe. The only difficulty about the river system is that transport on it is slow. I should be the very last person to bring forward any argument against building railways in a river country, but there is no doubt that railways do conflict with river transport in this way. When you want to build a railway in a river country what happens is this: You send an engineer to make a survey and it is in the interest of that engineer to make his railway as profit-making a concern as possible and he tries to reduce the expenditure as far as possible. What he does is to estimate for his bridges as low as he can. This causes inconvenience to boats which have to travel by the river. In actual fact during the last twelve or fifteen years when a branch railway has been constructed it has always happened that the Engineer-in-charge of the survey has proposed low bridges. The report of the engineer goes to the Railway Board where there is no representative of those who have to use the river—companies and firms who have to deal with jute and also the cultivators who have to carry their jute by river to the market. As soon as the Engineer's report is available the jute companies ask for a higher headway for the bridges, and it results as it has resulted on several occasions, in very acrimonious remarks between the Naraingunge Chamber and the Government. The main argument rests on the question as to what is a navigable channel. In Bengal rivers are not permanent. They shift their beds and a channel which may be navigable at one time becomes unnavigable at others, and a channel which is small very often develops into a higher one later on. Therefore it is very necessary in building railways to provide headways of an adequate height according to the size of the river and which will not interfere with waterborne traffic. There is one more point. These railways generally run across the normal flow of water. In Bengal there are floods every year and these floods come right across the country and when you build not only railways but also embankments, you hold up this flood of water and it cannot be done with safety unless you make the bridges large and provide the embankments with sufficient culverts. The effect is that you minimise the flood in one part and produce an excess of flood in another part. In this way you

prevent the accumulation of silt and a bad effect is produced on the crops. What the Naraingunge Chamber asks is for a permanent committee with a sufficient number of non-official representatives so that, whenever the question of building railways in this part of the country comes up, their representatives will be able to view the question of headways in an absolutely open spirit.

MR. EUSTACE (Bengal):—Sir, I should like to make a slight amendment in the resolution. In my opinion the question is not confined to Bengal only but covers a very large area. Burma, for instance, is full of waterways and their waterways may also be interfered with by bridges. I do not think that those interested in river-borne traffic would in any way obstruct the development of railways in any province. We know that in Germany they have railways on both banks of the Rhine and where, I understand, a very satisfactory river-borne trade was also maintained in pre-war days. But in the interest of river-borne traffic we maintain that the waterways should be kept open and that navigation should not be interfered with by railways. At the present time the bridges that are built very often block the rivers.

Another point I want to speak about is the proposed permanent committee. A permanent committee may be quite useful so far as Eastern Bengal is concerned but a permanent committee cannot deal with the question of bridges all over India and Burma. One permanent committee cannot also deal with questions arising in different parts of India at one and the same time. Therefore I think it would be better to ask the Government of India to appoint special committees in different provinces to deal with this question and that on those committees there should be representatives of all interests. I therefore wish to move the resolution in the following form:—

> That this Conference recommends to the Government of India that in every case of construction of bridges over navigable channels in India and Burma a special Committee should be appointed comprising an adequate representation of non-official members interested to deal with the question of such bridge headways.

I think this is more comprehensive than Mr. Hely Hutchinson's resolution, and will include the whole of India and Burma.

MR. HELY HUTCHINSON :—My resolution asks for a permanent committee. But I am quite willing to take the sense of the Conference on this matter. What is felt in Naraingunge is, that if you have a permanent committee, there is no doubt that there will be no question of any bridge headway slipping through without being noticed. But if you propose a special committee I am not sure whether it will be formed in every case. I would, however, suggest a permanent Committee with power to co-opt members. That I hope will possibly meet with your views. The Naraingunge Chamber only wants this committee for Bengal, but I am quite ready to accept the amendment, if the Conference is of opinion that it would better serve the purpose.

MR. GRAZEBROOK :—I do not wish the Conference to go away with the impression that the steamer companies are helpless in the hands of an unjust Railway Board. I therefore welcome the appointment of such a committee. I think such a committee will protect the interests of railway companies as well as of steamer companies. I have no hesitation in saying that there has been a greater loss to railways owing to the excessive heights of the headways of their bridges than to the steamer companies from loss of traffic owing to bridges being too low. But I admit I cannot prove my statement. In connection with this there was a Conference held in Calcutta in 1917 presided over by Sir Nicholas Beatson Bell, a man who has spent most of his official life in Eastern Bengal and who, I think, is a staunch advocate of giving assistance to river traffic. There were representatives of railways and steamer companies at this Conference. As a result certain rules were drawn up by the Government of India for general guidance in deciding the height of bridges over navigable channels. These rules are still in force and I have no doubt that they are applied when there is any question of building a bridge over a navigable channel.

I support Mr. Eustace's amendment.

The PRESIDENT here announced that a further amendment had been made by Mr. Eustace in his proposed amended motion thus :—

> That this Conference recommends to the Government of India that in every case of the construction of a bridge over navigable channels in India and Burma a special Committee should be appointed comprising adequate representation of non-official members interested.

MR. HELY HUTCHINSON :—I would prefer a permanent committee but if the sense of the Conference is for a special committee, my instructions are to accept it. It is better to have a resolution than no resolution at all.

MR. PATON :—As regards the failure to obtain a special committee when needed, I think that the Chamber of Commerce in the particular district concerned should see that a special committee is appointed and to ask for one to be appointed if the Government fails to do so.

MR. HOLBERTON :—I cannot conceive how a permanent committee can deal with questions which might arise in different parts of India from Baluchistan down to Burma.

MR. HELY HUTCHINSON having accepted the amended form of the resolution, it was put to the vote and carried.

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No. 295-A. C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 21st February 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Headways of Bridges over Navigable Channels.*

Dear Sir,—Adverting to my letter No. 112-A.C., dated 31st January, I am now instructed to hand you the attached copy of a letter, No. 274-14 C-I, dated Rangoon, 11th February 1920, from the Revenue Secretary to the Government of Burma, on this subject.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

No. 274/14-C.-1.

RANGOON, 11th February 1920.

From—The Revenue Secretary to the Government of Burma, Development Department,

To—The Secretary, Associated Chambers of Commerce of India and Ceylon, Royal Exchange, Calcutta.

I am directed to acknowledge with thanks the receipt of your letter No. 107-A.C. of the 29th January 1920 forwarding copy of a resolution passed by your Association concerning the desirability of the appointment by Government of a Committee in every case where the construction of a bridge over navigable channels is in question.

In reply, I am to enclose for the information of your Association copy of a resolution No. 14-C-1 of the 30th January 1920 regarding the appointment of an Advisory Committee on Communications, to which the Government proposes to refer for advice any important project affecting the communications of the Province. The Committee it will be observed is given power to co-opt any official or non-official whom it may think fit. The Local Government has no doubt that any project for the construction of a bridge over a navigable channel of any importance, will, as a matter of course, be referred hereafter to this Committee or to such Committee as may take its place when a scheme of Reforms has been introduced, and that the Committee will take the necessary steps to ensure that all interests concerned in such project are duly represented. In the circumstances His Honour thinks that your Association will agree that this Advisory Committee will be a more than adequate substitute for the system of special Committees advocated at the Conference.

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GOVERNMENT OF BURMA.

DEVELOPMENT DEPARTMENT.

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*Extract from the Proceedings of the Government of Burma in the Development Department—No. 14-C.-1 of the 30th January* 1920.

READ—

Minutes of the meetings of the Standing Advisory Committee and Communications Sub-Committee for considering the improvement and development of communications generally in the Province.

*Resolution.*—In Public Works Department Resolution No. 186—42 C.C. (Genl.), dated the 15th February 1916, a Standing Committee was appointed to examine rival proposals for road-construction to report on schemes for railway extension, and on the extent to which existing waterways should be maintained and generally to advise Government regarding the policy to be pursued in regard to the maintenance and development of communications throughout the Province.

2. At the first meeting of this Committee held on the 15th March 1916 a Communications Sub-Committee was appointed for the purpose of reporting on the following matters:—

(*a*) which roads should be repaired;

(*b*) which roads should be treated as Provincial and which as local;

(*c*) what action should be taken in regard to waterways either by conserving them or by substituting road or light railway communication;

(*d*) which waterways should be treated as Provincial and which as local;

(*e*) what light railways are required.

3. This Sub-Committee held eleven meetings of which the last was held on the 24th February 1919. Briefly summarised the results achieved have been as follows:—

ROADS.

The Sub-Committee at their first meeting recognised that the reports put before them did not afford the complete information which was necessary to enable them to take a broad view of the needs of the Province as a whole. On their recommendation Messrs. S. A. Smyth, I.C.S., and A. O. Molesworth of the Public Works Department (referred to hereafter as the Special Officers) were placed on special duty to examine all existing roads, district by district, and make proposals regarding the roads which should be maintained by Provincial and Local Funds respectively, and the expenditure which should be incurred on bringing those roads into serviceable condition, (*e.g.*, to what extent any particular road should be embanked or metalled or provided with permanent bridging) and also to prepare a list of new roads which would be required in any comprehensive scheme of communications.

The Sub-Committee recommended that roads should be classed in future as Main and District Roads and should be maintained from Provincial and from District Funds respectively, according as they were or were not roads, the importance of which was not confined to the particular District in which they happened to lie. Village roads should be kept up through the agency of village headmen and villagers as a link to the District and Main roads, financial assistance being given, where necessary, from District Funds, and professional assistance by the Public Works Department. Further, in view of the essential need for economy they laid down the principle that through routes of communication in any scheme of Provincial roads should be aligned so as to serve primarily the needs of the districts through which they passed. These views were accepted by Government, as were a number of subsidiary recommendations. The Special Officers carried out the work assigned to them with conspicuous thoroughness and ability. Their detailed recommendations were considered and modified by divisional Conferences composed of the chief officers of the districts concerned. They were then placed before the Sub-Committee who considered them in detail and with the utmost care, and made certain further modifications. As thus modified they were placed before and accepted by Government.

In accordance with the Sub-Committee's recommendations a figure was fixed for each district, being a percentage of the annual income of the District or District Cess Fund, as the minimum annual expenditure to be incurred in each District on the upkeep of those roads which were classed as District roads. The Sub-Committee framed an estimate of the capital cost required to put the existing roads of the Province into serviceable condition. This estimate amounted in the case of Main Roads to Rs. 5,64,67,380 and in the case of District Roads to Rs. 2,29,28,687 or a total of just under 8 crores of rupees for Burma excluding the Shan States. The Sub-Committee were informed that Government was prepared to allot 75 lakhs during the three years beginning with the current financial year, and were asked to advise how this allotment should be distributed among the eight divisions. That 75 lakhs has now been distributed among the divisions in accordance with the Sub-Committee's advice and is to be spent on bringing existing roads into a serviceable condition to the extent recommended by the Sub-Committee.

The Sub-Committee made a number of valuable recommendations, based on a report by Mr. Molesworth, as to the arrangements which should be made in future for the supply and transport of stone metal, and it is hoped to give effect to these recommendations, as soon as the staff of the Public Works Department resumes its normal proportions.

No comprehensive programme of new roads was drawn up. The Sub-Committee doubtless felt that in view of the very heavy outlay which merely putting existing roads into serviceable condition will involve an elaborate programme of new works would have been a waste of time. New roads do, however, figure in the district proposals which were passed by the Sub-Committee and will be constructed gradually as funds permit. The development of the Province demands no less. Trade is always casting about for new outlets and new administrative needs arise. These must be provided for concurrently with the work of improving existing communications.

WATERWAYS.

The Sub-Committee placed before Government a draft Bill for the efficient control of waterways in Burma which was drawn up by Messrs. H. Thompson, C.S.I., I.C.S, H. E. W. Matindell and J. A. Polson. It is hoped that the Bill will shortly be introduced into the Legislative Council.

They recommended the creation of a waterways division in Lower Burma with an Executive Engineer belonging to the Irrigation Department in charge. Effect has been given to this recommendation by the creation of a Delta Circle, the main object of which is to look after the waterways of the Delta.

The Sub-Committee also recommended various schemes, based on a report on the waterways in the Irrawaddy Delta written by Mr. B. M. Samuelson, C.I.E., in 1915 and on the proposals of the Special Officers, for the improvement of waterways in the Delta, of which the following may be mentioned :—

(1) The widening and deepening of the Einmè *Yegyaw* in the Myaungmya District. This is the last link in the route from Rangoon to Einmè and Einmè is an important trade centre. At present the creek is shallow and tortuous, and steamers have sometimes to wait hours for the tide before they can get through.

(2) The deepening of the Podok creek, which joins the China Bakir and the Pyapon rivers and is the only direct link leading to the Pyapon District and the southern portion of the Myaungmya District. The creek is very shallow and requires dredging.

(3) The widening and deepening of the Puîu creek which is on the main route from Rangoon to Bassein. Large steamers cannot enter the creek until an hour and forty minutes after low tide, even when drawing only eight feet.

(4) Making a new cut from the Wakèma creek to the Pyamalaw river, and another new cut from the Pyamalaw river to the Ywe river, which would reduce the distance between Myaungmya and Wakèma, and so between Rangoon and Bassein by twenty-three miles.

Estimates of the cost of these schemes have been sanctioned. Work on the Podok creek has been begun. The rapidity with which these works can be completed depends on the rapidity with which new dredgers can be obtained from England.

The Sub-Committee proposed that the cost of providing the dredgers and the charges for depreciation and repairs should be met from Provincial Funds, while District Cess Funds of the Delta districts would meet a portion of the annual working expenses in the same way as other District Funds are required to spend a percentage of their income on the upkeep of District Roads.

They considered that the expenditure on the reclamation of towns and villages in the Irrawaddy Division which has hitherto been a charge on District Cess Funds should in future be borne by Provincial Funds.

The Sub-Committee recommended that legislation should be introduced to eradicate the water-hyacinth, as being a serious menace to inland navigation. Effect has been given to this recommendation by the enactment of the Burma Water-hyacinth Act, 1918. Unforeseen difficulties in the working of the Act have hitherto prevented advantage being taken of it.

## Railways.

The following list of projected lines of railways was furnished to the Sub-Committee as being lines which might be expected to be constructed in the near future :—

| | Miles. | | Miles. |
|---|---|---|---|
| (1) Alôn to Saingbyin .. | 28·00 | (5) Moulmein to Ye (possibly to Tavoy) .. .. | 94·06 |
| (2) Pegu to Syriam .. | 67·68 | (6) Myingyan to Natogyi.. | 18·75 |
| (3) Pyinmana (Delangyun) to Minbyin .. | 29·00 | (7) Kyangin to Petyè .. | 8·07 |
| (4) Nyaunglebin to Madauk (opposite Shwegyin) | 9·90 | (8) Moulmein-Kawkareik-Myawaddi .. .. | 76·20 |

District Officers and the Special Officers were asked to frame programmes based on the list and also to make proposals for light feeder railways.

Eventually, on considering the proposals of these officers, the Sub-Committee made a series of recommendations, the chief of which were—

(*a*) that the early construction of the Sagaing railway bridge was a matter of the utmost importance and the chief railway project in Upper Burma. A road bridge should also be constructed and tolls might be levied to meet the cost of construction and maintenance :

(*b*) that the Alôn-Saingbyin railway should be continued to Ye-u ;

(*c*) that the alignment of the Pegu-Syriam line should be reconsidered ;

(*d*) that the Pyinmana-Minbyin line should be continued to Taungdwingyi ;

(*e*) that the Moulmein-Ye line was urgently needed and should be a metre-gauge line, with a view to its extension southwards through the Tenasserim Peninsula, and to allow through connection with the Rangoon-Martaban line ;

(*f*) that in place of the proposed branch line from Nyaunglebin to Madauk (to meet the needs of the country round Shwegyin) a light metre-gauge railway should be constructed alongside the road from Nyaunglebin to Pazunmyaung and thence on a low berm road along the inner side of the Sittang bound to Madauk;

(*g*) that the Myingyan-Natogyi line should be continued to Myotha, and thence connected with the Rangoon-Mandalay line at a point near Paleik in the Kyauksè District;

(*h*) that the possibility of a light railway from Pakòkku to Pauk should be considered;

(*i*) that a survey should be made for the construction of a light railway from Twante to Kungyangon and thence to some place on the To River opposite Dedaye;

(*j*) that Begayet on the Bassein-Henzada Railway should be linked with Danubyu, and Ngathainggyaung with Masetsu by light railways, and that certain other railway projects for improving communications in the Delta should be considered.

The Sub-Committee also considered the reports by Mr. G. Richards, Engineer-in-Chief, on the Indo-Burma Railway, Coast Route, Sections I to V, and recommended that, on the information given in the reports, the Akyab-Chittagong Railway, and the railway from Pyinmana (Dalangyun) to Taungdwingyi should be constructed as soon as funds could be made available. They refrained from expressing any opinion on the other sections of the alternative Indo-Burma projects owing to incomplete information as to surveys, and considered that the Hukong Valley route should be surveyed before a final decision was made.

A survey of the Hukong Valley route is now in progress.

4. The above summary gives some idea of the wide scope of the Sub-Committee's investigations. The Sub-Committee's labours were presided over by Mr. H. Thompson, C.S.I., with characteristic tact and ability. The Lieutenant-Governor takes this opportunity of thanking the members for the invaluable assistance which the Local Government has derived from their work up to date. The

results achieved, however, will be incommensurate with the pains spent, unless the work is carried on on the same lines as it has been begun. A permanent Advisory Body is a clear necessity. Its final shape will depend on the scheme of Reforms which will eventually be adopted for Burma and which will enable the general public to be adequately represented on it. At present there is no electoral machinery, and as a temporary measure it is desirable to reconstitute the Standing Advisory Committee, most of the original members of which have now left Burma, on the same lines as before but with a reduced membership which will, it is hoped, make it possible for the Committee to deliberate as a whole instead of appointing a special Sub-Committee.

5. Sir Reginald Craddock has therefore decided to reconstitute the Committee as an Advisory Committee on Communications as follows :—

*President.*

The Development Commissioner.

*Members.*

The Financial Commissioner.

The two Chief Engineers to Government.

The Director of Agriculture.

The Director of Industries.

The Agent, Burma Railways Company, Limited.

The Chairman, Burma Chamber of Commerce

The Manager, Irrawaddy Flotilla Company, Limited.

The Hon'ble Mr. A. K. A. S. Jamal, C.I.E.

Mr. F. McCarthy.

Mr. S. A. Smyth, I.C.S.

Mr. A. O. Molesworth, Executive Engineer.

Maung Shwe Tha (2), K.S.M., Assistant Registrar, Co-operative Societies.

*Secretary.*

The Secretary to the Development Commissioner.

Pending the appointment of a Development Commissioner, the Financial Commissioner will act as President, and the Secretary to the Financial Commissioner as Secretary of the Advisory Committee.

6. The Local Government will consult this Committee on the following subjects :—

(1) Any proposal which involves an important deviation from the Sub-Committee's recommendations.

(2) Any proposal to construct a new road estimated to cost more than five lakhs of rupees.

(3) Any proposal to spend more than one lakh of rupees on the repair of a road or the improvement of a waterway not provided for in the Special Officers' proposals as modified and adopted by the Communications Sub-Committee.

(4) Any proposal for the construction of a railway including a feeder railway.

(5) Any important scheme for the extraction of road-metal.

The Committee will from time to time be asked to advise the Local Government as to the order of urgency of new roads or railways or any similar matter and will at all times be at liberty to tender its advice to Government on any matter connected with the communications of the Province. The Committee will be entitled to call for any information which they may require from any Government officer and may co-opt any officer or non-official (who is willing to serve) to assist them in their deliberations on any project in respect of which such officer or non-official may have special knowledge. All Commissioners of Divisions are hereby requested to communicate to the Secretary to the Committee by the 30th June in each year any suggestions which they may have to make for a revision of the proposals of the Special Officers. Copies of all orders issued from any department of the Secretariat regarding the construction or repair of roads the maintenance of waterways, the institution of surveys for roads or railways, etc., will be forwarded to the Committee for their information. The Local Government will also take any other measure which may ensure that this Committee shall receive full information

about all important steps taken in the development of communications and shall thus be in a position to tender advice to Government in matters of policy on the basis of a complete acquaintance with the facts.

ORDERED.—That a copy of this resolution be circulated to all members of the Committee, the Burma Chamber of Commerce, the Rangoon Trades Association, Commissioners of Divisions, Superintending Engineers, Conservators of Forests, Deputy Commissioners, Executive Engineers and Deputy Conservators of Forests, for their information.

By order of the Lieutenant-Governor of Burma,

F. LEWISOHN,
Revenue Secretary to the Government of Burma.

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No. 379/A-C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 1st March 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Bridge Headways over Navigable Channels.*

Dear Sir,—In continuation of the correspondence resting with my letter, dated the 21st February 1920, I am instructed to hand you the attached copy of a letter, No. 1179/B Rlys., dated the 27th February 1920, with enclosures, from the Secretary to the Chief Commissioner of Assam in the Public Works Department, on this subject.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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Letter No. 1179-B-Rlys., dated Shillong, 27th February 1920.

From—Mr. J. N. Taylor, C. I. E., Secretary to the Chief Commissioner of Assam in the Public Works Department.

To—The Secretary to the Associated Chambers of Commerce of India and Ceylon, Royal Exchange, Calcutta.

With reference to your letter No. 109-A. C., dated the 29th January 1920, and in continuation of this Department letter No. 749-B-Rlys.,

dated the 4th February 1920, regarding the appointment of special committees to deal with the provision of headways under bridges over navigable channels in India and Burma, I am directed to say that this question of headways has already engaged the attention of this Administration; and I am to state briefly for the information of your Association what has so far been done in this connection in the Province of Assam.

2. The subject originated in connection with the provision of headways under the important bridges on the Chaparmukh-Silghat Railway. A Committee, over which the Deputy Commissioner of the district presided and at which the Steamer and Railway Companies were represented, was held on the 4th October 1915. A copy of the proceedings of this Committee whose recommendations were accepted by this Administration is sent herewith for information. The Railway Board were apprised of this meeting and in October 1915 that Board suggested certain general principles to be observed in determining the necessary provision of headways and waterways under railway bridges over navigable channels in Assam and enquired whether the Local Administration was prepared to accept the views of the Railway Board. A set of draft rules containing the principles which commended themselves to this Administration were then framed after obtaining the views of both officials and non-officials, the latter comprising the Hon'ble Mr. A. B. Hawkins of the Assam Oil Company, the Assam Bengal Railway Company and the Steamer Companies. A copy of these draft rules was forwarded to the Railway Board in April 1916.

3. The Railway Board thereupon forwarded these draft rules to this Administration as well as to the Government of Bengal and enquired whether it was not possible that some definite standards should be laid down for the decision of particular cases. A conference presided over by Sir Nicholas Beatson Bell at which both the Steamer Companies and the Assam Bengal Railway and Eastern Bengal Railway were represented was held at Calcutta on the 17th September 1917 for the joint disposal of the Railway Board's suggestion.

4. A copy of the rules finally accepted by this Administration is sent herewith. In the opinion of the Chief Commissioner all that is at present required is to carry out these rules and give them a fair chance.

Conference at Lumding on the 4th October 1915, to settle question of headway of important bridges on the Chaparmukh-Nowgong Silghat Railway.

*Present.*

Mr. J. A. Dawson, I.C.S., Deputy Commissioner, Nowgong, President.

*Captain Brames*, Marine Superintendent, India General Steam Navigation and Railway Companies as representing the Joint Steamer Companies.

Mr. W. Spencer, M. Inst. C. E., District Engineer, Assam-Bengal Railway, representing Assam-Bengal Railway.

It may be noted for future guidance that a representative of the Chaparmukh-Silghat Ry. Coy. should have been at the meeting.

F. O. OERTEL.
11th April 1916.

Decisions arrived at—

1. That the Steamer Companies will not press for headway or opening span at the bridge over the Kallong at Roha on condition that if it becomes necessary at any time in the future to use this channel owing to the steamer route from Jogi to Chaparmukh *via* the Kopili now in use closing up, adequate facilities as now to be given at the other bridges over the Kallong will be provided.

2. That in the calculation of headway for the bridges over the Kallong at Nowgong and Jaklabandha highest flood-level shall be the mean of the highest flood-levels of the last 5 years, *i.e.*, 1911 to 1915, as recorded at Nowgong.

3. That central spans 75 feet wide (in the clear) shall be provided at these two bridges.

4. That if fixed spans are provided 20 feet headway shall be given under the 75 feet span above the highest flood-level as defined above.

5. That if opening spans are provided they shall be opened at reasonable intervals and shall not be used to obstruct the steamer traffic.

A precis of the discussion is attached.

(Sd.) J. A. DAWSON, (President),
Deputy Commissioner, Nowgong.

(Sd.) A. BRAMES,
Marine Superintendent, India General Steam Navigation and Railway Companies, Representing the Joint Steamer Companies.

(Sd.) N. SPENCER,
District Engineer, Lumding, Representing the Assam-Bengal Railway.

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Rules embodying the principles to be observed in determining the headways and waterways under railway bridges over navigable channels in Assam and Bengal.

1. In the case of rivers on which steamer services are already established full provision should be made for these services by the railway. Reasonable provision should also be made at railway cost for any development of river traffic that can be shown to be definitely in sight when the construction of a railway is taken in hand.

2. In the case of rivers which are navigable, but which have not hitherto been served by steamers, the railways should not be called upon to provide greater headways or wider spans than are necessary for the passing of floodwater and country boats of the largest size among those which habitually use the stream unless the steamer companies can show that there is a genuine prospect of river services being opened within a reasonable period and that such services are required in the public interest. What is a genuine prospect and what is a reasonable period are questions of fact to be decided in each case as it arises.

3. As regards rivers which are unsuitable for steamer traffic railways should not be required to provide any facilities for steamer services, since possible improvements in the future must be purely hypothetical Whether a river is suitable or unsuitable for navigation should be decided by the Local Government after hearing the steamer companies and the railway concerned.

4. In all cases other than those mentioned in Clauses 1 and 2, steamer companies should provide the whole or such portion, as the Government of India may in each case determine, of the additional cost of any increase of span or headway which they desire should be provided and which is not necessary for the purposes of the railway.

5. Headways should generally be calculated above the normal high flood level, taking, if possible, an average of not less than 10 years' recorded high flood levels.

6. In fixing headways it must be remembered that if railways are required to make bridges high enough to pass all established steamer traffic steamer companies, on their part, should reasonably be expected to adopt a suitable type of steamer with dipping funnels kept as low above water level as possible, so as not to raise the cost of bridges unnecessarily. It is considered that standard types of steamer, requiring head ways as detailed below will be suitable for all kinds of river traffic:—

14 feet.
20 ,,
28 ,,
35 ,,
40 ,,
Over 40 ,, (with the previous approval of the Local Government).

With the steamers classified thus, it will merely be necessary, in order to determine what headway should be provided over a river in any given case to decide for what particular type of steamer the bridge should be constructed.

7. If the cost of providing the required headway should prove excessive lifting or swing bridges may be substituted for fixed spans. In that case provision must be made for opening the moveable span at reasonable intervals so as not to obstruct the steamer traffic unnecessarily.

8. Provision should be made for country boat traffic in the case of all rivers, on which country boats ply or it is possible for them to ply.

9. In regard to the waterway to be provided, in any given case provision should be made for spans of width sufficient to pass steamers with two flats alongside in the case of large rivers and steamers with one flat alongside in the case of smaller rivers.

10. Disputes or differences of opinion in particular cases should be settled in respect of each case by the Local Government after reference, if required, to a local committee representative of all interests and presided over by the Commissioner of Division or Valley concerned.

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No. 425-A. C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 25th March 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Bridge Headways over Navigable Channels.*

Dear Sir,—In continuation of the correspondence resting with my letter, dated the 1st March 1920, I am instructed to hand you the attached letter No. 65/P-16, dated the 22nd March 1920, with enclosure from the Secretary, Indian Railway Board, on this subject.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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Letter No. 65/P-16.
Dated Delhi, 22nd March 1920.

From—The Secretary, Government of India Railway Department, (Railway Board).

To—The Secretary to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

With reference to your letter No. 105/A.C., dated the 29th January 1920, addressed to the Department of Commerce and Industry, I am directed to forward, for the information of your Association, a copy of the rules,* embodying the principles to be observed in determining the headways and waterways under railway bridges over navigable channels in Assam and Bengal which came into operation recently.

* Already printed as accompaniment to letter No. 1179-B. Rlys. from the Secretary to the Chief Commissioner of Assam to the Secretary, Associated Chambers of Commerce.

No. 501-A.C.

THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON, ROYAL EXCHANGE,
CALCUTTA, 18th April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Bridge Headways over Navigable Channels.*

Dear Sir,—Adverting to my letter, dated 25th March, I now beg to hand you the attached copy of letter No. 478-R, dated 10th April 1920, from the Government of Bengal to the Government of India, with reference to the resolution of the recent Conference of Chambers of Commerce on this subject.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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No. 478 R.

GOVERNMENT OF BENGAL, PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH,
CALCUTTA, 10th April 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
RAILWAY DEPARTMENT (RAILWAY BOARD).

Sir,—I am directed to submit for the information of the Railway Board a copy of letter No. 106-A. C., dated the 29th January 1920, received from the Associated Chambers of Commerce of India and Ceylon, and of the enclosures thereto, and to say that the proposal of the Association has been anticipated in the orders passed by the Government of India in the Railway Department in their letter No. 65-P-16, dated the 3rd February 1919, and the set of rules which accompany it.

I am to observe that Mr. Hely Hutchinson's address to the Conference, as contained in the proceedings, appears to give the impression that the subject of bridges, their headways and waterways has hitherto been settled by Government in the interests solely of the Railways concerned, and without reference to the interests of the bodies who are concerned in the question of waterways in connection with boat and steamer traffic. This is not in accordance with fact.

The Chambers of Commerce and the Steamer Companies interested have invariably been invited to express their views; and in every case, before making recommendations to the Government of India, regarding waterways and headways of bridges, the claims of contending interests have been carefully weighed by this Government. I am, however, to add that the Governor in Council would have no objection to the appointment of a Special Committee, as suggested in Mr. Eustace's amendment which was adopted by the Association.—I have, etc.,

C. P. WALSH,
Secretary.

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No. 479-R.

Copy with a copy of the Government of India's letter referred to and of the rules forwarded to the Secretary, Associated Chambers of Commerce of India and Ceylon, for information, with reference to his letter No. 106-A.C., dated the 29th January 1920.

By order of the Governor in Council.

C. P. WALSH,
Secretary.

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No. 65 P-16.

GOVERNMENT OF INDIA,
RAILWAY DEPARTMENT,
(RAILWAY, BOARD),
SIMLA, 3rd February 1919.

The SECRETARY TO THE GOVERNMENT OF BENGAL,
PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

Sir,—With reference to the correspondence ending with your letter No.5220-I, dated the 7th/27th November 1917, regarding the principles to be observed in future in determining the headways and waterways to be provided under railway bridges over navigable channels in Assam and Bengal, I am directed to say that the Government of India accept generally the recommendations of the Conference, which was held in Calcutta on the 17th November 1917 to consider the suggestions made by the Railway Board in their letter No. 65 P-16.

dated the 25th May 1917, on the subject; and after considering the remarks offered thereon by the Government of Bengal, and the Assam Administration, the Government of India are of opinion that the rules* contained in the enclosure to this letter will reasonably safeguard the interests of the steamer companies and of railways.

2. I am accordingly to request that if His Excellency the Governor in Council sees no objection, the principles embodied in these rules may be observed in future in fixing the headways and spans for railway bridges over the waterways of Bengal.—I have, etc.,

(Sd.)

Assistant Secretary, Railway Board.

## APPENDIX P.

## BOMBAY TELEPHONE SERVICE.

No. A.-277-14.

ALLIANCE BANK OF SIMLA, LIMITED,
BOMBAY, 18th November 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—From our experience the inefficiency of the telephone service here has become so acute, and all ordinary means of redress having proved useless, that we are of opinion that, through the medium of the Chamber, something might be done to relieve ourselves—and there must be many others—from the daily exasperating trials with the telephone service. We find that it always required at least fifteen minutes to obtain and complete even a short conversation on the telephone and would be glad to know if you think anything could be done by the Chamber to obtain alleviation from this.—Yours faithfully,

A. NOBLE,
Agent.

* Already printed as an accompaniment to letter No. 1176-B. Rlys. from the Secretary to the Chief Commissioner of Assam to the Secretary, Associated Chambers of Commerce.

No. 2675-224 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 3rd December 1920.

The MANAGER, BOMBAY TELEPHONE COMPANY, LTD.,
Bombay.

Dear Sir,—I am directed to inform you that representations have been made to my Committee for some time past in regard to the condition of the telephone service in this City. While my Committee appreciate the difficulties with which the Company is faced at the present time, they consider that it is essential, in the public interest, that every effort should be made to improve the present service, the inefficiency of which is a matter of general and, in their opinion, very justifiable complaint.

2. My Committee refrain at this juncture from giving specific grounds of complaint as it must be obvious to the management, as it is to every individual subscriber, that there is very great room for improvement in at least two directions, namely, in the matter of the lack of prompt attention given to calls and also the frequent and almost invariable interruptions during even the shortest conversation. In spite of the fact that most offices in the Fort area employ a more or less trained operator in charge of their central exchange, the service in the area can only be described as bad but in the case of private lines, particularly in outlying districts, the position is very much worse.

3. My Committee will appreciate very much any steps you may be able to take with a view to remove any, or all, of the abovementioned undesirable features of the present service.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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No. 2676-224 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 3rd December 1920.

THE AGENT, ALLIANCE BANK OF SIMLA, LTD.,
Bombay.

Dear Sir,—With reference to your letter, No. H. 277—14, dated the 18th November 1920, I beg to hand you herewith a copy of a

representation which my Committee have made to the Bombay Telephone Company, Ltd., in regard to the subject-matter of your letter under reference.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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BOMBAY TELEPHONE CO., LTD.,
TELEPHONE BUILDINGS, 9th December 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I beg to acknowledge receipt of your letter No. 2675/224 of the 3rd December 1920 regarding the telephone service.

The matter is receiving my careful attention, and I will communicate further with you on the subject.—Yours faithfully,

C. ROBINSON,
Manager and Secretary.

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BOMBAY TELEPHONE CO., LTD.,
BOMBAY, 17th January 1921.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—With further reference to your letter No. 2675-224, dated 3rd December 1920, I have to inform you that the various points therein raised regarding the telephone service have been receiving very careful consideration by this Company.

The two main points made in your letter are—

(1) Lack of prompt attention given to calls,

(2) Frequent interruptions during conversations.

With regard to the former there are one or two general considerations which are not perhaps fully appreciated by the public but which cannot be ignored in their effect.

In the first place the calling rate, *viz.*, the total number of calls made daily in Bombay and Karachi is one of the heaviest in the world,

and has often been commented upon by telephone experts in England. Therefore, the strain on operators on Bombay is as great if not greater than in European Cities.

In the second place the staff available is limited both in numbers and ability. Every attempt has been made to increase the personnel so as to ease the strain on individual operators with a view to securing greater efficiency. Experiments have been made with male operators which have proved unsatisfactory, and they have now been replaced by females except in Bandra and Ghatcopar Exchanges. Salaries have been increased and other advantages conceded so as to secure the most intelligent and efficient female operators, but the difficulty of obtaining an adequate supply still remains, because that particular class of employee is extremely limited in numbers.

The Company is taking special steps to improve the supervision of operators, and systematic tests are being carried out with a view to taking such action as is desirable with less efficient operators.

In the third place, when comparing the conditions in Bombay with European countries the fact must be borne in mind that the average intelligence of the users of the telephone, especially in the bazars during the busy hours, is accountable for a less favourable speed of answer on the part of the operators and a consequent delay to other subscribers.

The number of offices in the Fort employing trained operators is not as large as your letter infers, the total being only about twenty.

With regard to your second point, *i.e.*, frequent interruptions during conversations, these may be due to carelessness on the part of the operators, but we venture to think that it may also be largely due to the fact that the Company's system is in a state of transition owing to the introduction of double supervisory signals. This change would have been completed some years ago, but for delay in delivery of the necessary apparatus. The double supervisory system will do away with the necessity for ringing off, as with it the replacing of the hand microphones on the instruments enables the operator to see when a conversation is finished. It will remedy what is a frequent cause of trouble, namely, the omission on the part of subscribers to give the ring off signal at the end of a conversation with the result that the operator is unable to ascertain if the line is disengaged without speaking on the line.

The Company is keenly alive to the many complaints that have been made, and is always ready to welcome constructive criticism. With a view to meeting the public as far as possible, a new Complaints Department is being set up under a separate Manager whose entire time will be devoted to sifting complaints and giving subscribers explanations, where possible, of the causes of their complaints. He will also follow up any complaint and trace it down to the personnel or instrument at fault, and the necessary remedy will be then applied.

But the Company is fully convinced that in view of the rapidly expanding City which its apparatus has now and will have to serve, there is only one real solution of the problem and that is the replacement of the present manual system by an up-to-date automatic system. For nearly two years the Company has done all in its power to obtain from the Government of India a decision as to its intention under the Company's License, either to purchase the Company's undertaking in 1923, or to grant an extension sufficient to enable the Company to carry out the change of system to automatic, which would involve a large outlay of fresh capital. The Company has expressed its willingness to meet Government in any reasonable way, in order to get the system brought up to date and capable of dealing with the unsatisfied demand for further extensions, which in a few years will strain the manual system to breaking point, particularly in the matter of staff.

The Company offered either—

(1) To make the change to automatic themselves provided Government would extend the license for a reasonable period to enable the Shareholders to see a return on the large outlay of capital necessary for the expensive change, or

(2) If Government decided to purchase the Company's undertaking in 1923 (as they can do under the License), the Company would come to a working arrangement with Government by which the change should be commenced at once for Government account.

The Government of India has failed to give the Company a definite answer to either of these propositions for now nearly two years, with the result that the Company in the interests of both shareholders and public

has been compelled to order out additional manual plant to satisfy immediate demands. Further, the Company is erecting at Byculla a building capable of housing one of the largest automatic exchanges in existence. This building can be used for either manual or automatic apparatus, and was started to prevent delay in doing everything possible pending the decision of Government.

If Bombay is not to be finally committed for many years to the present manual system, then it is vital that the Government of India should decide what it intends to do at once. The Company has warned Government of the consequences of its reticence, and hopes that the Chamber will agree that all has been done by the Company in the public interest to secure a satisfactory solution of the main problem. With these facts before it the Chamber may perhaps consider the advisability of addressing Government on the matter, which closely concerns the convenience of firms in Bombay for many years to come. Any such action would be welcomed by the Company, and should your Committee require further facts regarding the Company's correspondence with Government, my Directors will be pleased to arrange for its submission to you.—Yours faithfully,

C. ROBINSON,
Manager and Secretary.

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No. 226-65 of 1921.

CHAMBER OF COMMERCE,
BOMBAY, 27th January 1921.

The SECRETARY to the GOVERNMENT of INDIA,
COMMERCE DEPARTMENT,
Delhi.

Sir,—I have the honour, by direction of the Committee of the Bombay Chamber of Commerce, to address you in regard to the condition of the Telephone Service in this city.

2. Complaints are frequently being received in the office from members with reference to the inefficiency of the present service and my Committee recently addressed the Bombay Telephone Company, Ltd., in the matter. It would appear, however, that under the terms of the Company's License, Government have the option of purchasing the concern in 1923 and my Committee understand that the Company have

been endeavouring to obtain from the Government of India, for nearly two years, a decision as to the latter's intention under the license. The Company's efforts in this direction, however, have not met hitherto with success with the natural result that improvements in the present telephone system are held in abeyance. My Committee understand that the Company have offered to Government either (1) to change the present manual system to an up-to-date automatic one, provided Government would extend the License for a reasonable period to enable the shareholders to see a return on the large outlay of capital necessary for the change; or (2), if Government decide to purchase the Company's undertaking in 1923, the Company would endeavour to come to a working arrangement with Government by which the change might be commenced at once on Government account.

3. My Committee feel that if Bombay is not to be committed for many years to come to the present unsatisfactory manual system, the Government of India should give the Bombay Telephone Company, Ltd., an immediate decision that will enable the Company to introduce a more up-to-date system than exists at present.

4. I am desired, therefore, to ask Government to be so good as to inform my Committee as to when a decision may be expected. —I have, etc.,

H. ROYAL,
*for* Ag. Secretary.

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No. 235-65 of 1921.

CHAMBER OF COMMERCE,
BOMBAY, 27th January 1921.

The MANAGER AND SECRETARY,
BOMBAY TELEPHONE COMPANY, LTD.,
Bombay.

Dear Sir,—I am directed to acknowledge receipt of your letter of the 17th instant and to state that my Committee have addressed the Government of India asking for information as to the action Government intend taking under the terms of the license of the Bombay Telephone Company, Ltd.—Yours faithfully,

H. ROYAL,
*for* Ag. Secretary.

# APPENDIX Q-1.

## SPECIAL WINDOW FOR TELEGRAMS BOOKED UNDER DEPOSIT ACCOUNTS.

No. 10.

POSTS AND TELEGRAPHS,
CENTRAL TELEGRAPH OFFICE,
BOMBAY, 21st July 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I have the honour to forward herewith copies of letters which the Superintendent of Telegraphs, Central Telegraph Office, Calcutta, had with the Secretary, Bengal Chamber of Commerce, and to inform you that I propose starting the same system for telegrams booked under the deposit account in this office as it has proved successful in Calcutta. A special window will be opened for these messages. But before introducing the system here I shall be glad to hear whether you have any modifications or suggestions to make.—I have, etc.,

H. M. FFINCH,
Superintendent of Telegraphs,
Bombay Office.

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*Copy of communication from the Superintendent of Telegraphs, Central Telegraph Office, Calcutta, to the Secretary, Bengal Chamber of Commerce.*

I have the honour to inform you that congestion is caused at public counter of this office during certain periods of the day, notably after the luncheon interval and after Government and European Mercantile offices close for the day. Efforts have been made to relieve this congestion by drafting a large number of clerks to the public counter during these periods, but without achieving the desired result. As the congestion is caused by a large number of telegrams being handed in by individual senders, the only effective remedy appears to me to lie in the

adoption of a system whereby the telegrams handed in by firms and individuals, who have deposit accounts for the payment of their telegrams, will tender their messages at a particular window of the public counter together with the receipt clearly marked with the sender's name attached to each telegram. The messengers who tender these telegrams will leave the window immediately after handing in their messages and the receipts will be delivered to the senders on the following morning. This will not only save the congestion at the public counter, but will also set free the messengers much more quickly for employment by their masters. Will you kindly inform me as soon as is convenient to you whether you approve of the introduction of the system?

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*Copy of a communication from the Secretary, Bengal Chamber of Commerce, to the Superintendent of Telegraphs, Calcutta Office.*

I have the honour to acknowledge receipt of your letter No. M. 16-/51, dated the 21st July, with reference to the congestion caused at the public counter of the Telegraph Office during certain periods of the day. With a view to relieving your position you suggest that in the case of those who have deposit accounts, the telegrams should be handed in at a particular window together with the receipt clearly marked attached to it and that the messengers should leave immediately after handing in their telegrams, the receipts being delivered to the senders on the following morning. The Committee have considered this proposal which they do not consider to be quite sufficient. It is essential that the sender of a telegram should know at once that his message has been received in the Telegraph Office, while under the proposed system he would not have any acknowledgment to this effect until the following morning. To meet this point would be sufficient if it were arranged that telegrams were sent with a peon book which would be either signed or stamped by the receiver. Subject to this provision being made the Committee do not think that exception will be taken to your proposal being given effect to.

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*Copy of a communication from the Superintendent of Telegraphs, Central Telegraph Office, Calcutta, to the Secretary, Bengal Chamber of Commerce.*

I have the honour to inform you that the replies received to my letter No. M. 16-5/1, dated the 21st July 1919, with very few exceptions

are entirely in favour of the proposal described therein. It has been suggested by a number of deposit account-holders that it is essential that the sender of a telegram should know at once that his messages have been received by the Telegraph Office, instead of waiting until the following morning for his telegram receipts. This is but natural and it was my intention, if the proposal met with the approval of the majority of the deposit account-holders, to have the telegrams handed either in a peon delivery book or with a slip of paper attached to the messages giving brief details of the names of the addressees and names of the offices of destination. The counter clerk would, after checking the telegrams with the entry in the peon delivery book or in the slip, as the case may be, initial the same and affix an impression of the office name and date stamp in acknowledgment of the receipt of the telegrams. This system will be introduced with effect from Monday, the 25th August 1919, when a window will be set apart for the exclusive acceptance of telegrams from deposit account-holders. Will you, therefore, kindly, with effect from that date, arrange for the telegram receipt (clearly marked with your name on the reverse) to be attached to each telegram tendered by you at the counter of this office and forward your telegrams either in a peon delivery book or under cover of a challan.

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No. 1444/185 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 31st July 1920.

The SUPERINTENDENT IN CHARGE,

CENTRAL TELEGRAPH OFFICE,

Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 10, dated the 21st July 1920, and its accompaniments, and in reply to state that my Committee approve the proposal to introduce in Bombay a system for the receipt of telegrams similar to the one referred to in the correspondence enclosed with your letter.—I have, etc.,

C. B. SAYER,
Acting Secretary.

# APPENDIX Q-2.

## CABLE RATES TO ADEN.

No. 597-56 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 24th April 1920.

The DIRECTOR-GENERAL OF POSTS AND TELEGRAPHS,
GOVERNMENT OF INDIA,
Simla.

Sir,—I am directed to state that my Committee have received an enquiry from a Member of the Chamber in regard to the present rates for cablegrams between Bombay and Aden.

2. In connection therewith I am to state that my Committee venture respectfully to submit for the consideration of Government that the present rates for cablegrams from Bombay to Aden are unduly high having regard to the fact that since 1907, when the rates to Aden were last revised, those to Europe have been reduced from Re. 1-8 to Re. 1 with the result that the two rates are now the same.

3. I am to add that my Committee would be grateful if the rates in question might again receive the careful consideration of the Government of India and to state that they would be glad also if you would be good enough to advise them, in the meantime, upon the following three points:—

(*a*) Whether there is any material reason why the present rates to Aden should not be so adjusted as to preserve a similar proportion to the London rates as they did when the latter were Rs. 1-8; and in this connection

(*b*) whether there is any real relation between the distance a message is sent and its cost; or

(*c*) whether any reduction in the cost of a message over any one stage would add materially to the congestion on the main lines in general.—I have, etc.,

C. B. SAYER,
Assistant Secretary.

No. 995-H.

CALCUTTA, the 6th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 597/56, dated the 24th April 1920. A reply will follow.—I have, etc.,

G. W. BUNYAN,

Assistant Director-General,

Telegraph Traffic.

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No. 1172-H.

CALCUTTA, the 1st June 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Sir,—In continuation of this office letter No. 995-H, dated the 6th May 1920, I am directed to inform you that the reduction in rates for telegrams to countries other than Europe will take effect from the 7th June 1920, when the rate for telegrams between India and Aden will be reduced from one rupee per word to thirteen annas per word. A copy of the Notice on the subject is enclosed for your information.—I have, etc.,

G. W. BUNYAN,

Assistant Director-General,

Telegraph Traffic.

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NOTICE.

RATES FOR FOREIGN TELEGRAMS.

*With effect from the 7th June* 1920 *the rates per word for private telegrams to the undermentioned countries from India or Burma will be as follows* :—

| | Rs. | a. |
|---|---|---|
| Aden, Perim *via* Bombay.. .. .. .. | 0 | 13 |
| Amoy, Foochow, Shanghai *via* Madras .. .. | 1 | 2 |
| Australia *via* Madras .. .. .. .. | 1 | 8 |

| | Rs. | a. |
|---|---|---|
| British Central Africa— | | |
| Nyassaland *via* Bombay—Aden .. .. .. | 1 | 10 |
| Northern Rhodesia *via* Bombay—Aden .. .. | 1 | 10 |
| Southern Rhodesia *via* Bombay—Aden .. .. | 1 | 8 |
| Europe— | | |
| All countries except Germany and German Austria *via* Eastern .. .. .. .. | 1 | 0 |
| Germany and German Austria *via* London .. .. | 1 | 4 |
| Hedjaz (Arabia)— | | |
| Medina *via* Aden—Souakim .. .. .. | 2 | 5 |
| Djedda and Mecca *via* Aden—Souakim .. .. | 1 | 14 |
| Hongkong *via* Madras .. .. .. .. | 0 | 15 |
| Japan *via* Madras .. .. .. .. | 1 | 11 |
| Madagascar *via* Bombay—Aden .. .. .. | 1 | 15 |
| Malacca *via* Madras .. .. .. .. | 0 | 13 |
| Mauritius *via* Bombay—Aden .. .. .. | 1 | 6 |
| Mesopotamia *via* Fao .. .. .. .. | 0 | 10 |
| Mozambique *via* Bombay—Aden .. .. | 1 | 6 |
| New Zealand *via* Madras .. .. .. .. | 1 | 11 |
| Palestine *via* Eastern .. .. .. .. | 1 | 3 |
| Penang, Singapore *via* Madras .. .. .. | 0 | 13 |
| Persia— | | |
| Bunder Abbas *via* Karachi .. .. .. | 0 | 12 |
| Other Offices including Bushire *via* Karachi .. .. | 0 | 11 |
| Persian Gulf— | | |
| Charbar *via* Karachi .. .. .. .. | 0 | 3 |
| Jask, Henjam, Muscat *via* Karachi .. .. .. | 0 | 6 |
| Bahrein, Lingah *via* Karachi .. .. .. | 0 | 10 |
| Seychelles *via* Bombay—Aden .. .. .. | 1 | 6 |
| Siam *via* Moulmein (from India) .. .. | 0 | 11 |
| „ „ „ (from Burma) .. .. .. | 0 | 9 |
| Tasmania *via* Madras .. .. .. .. | 1 | 8 |
| United States— | | |
| Boston, New York *via* Eastern—N. A. Cables .. | 1 | 10 |
| Philadelphia, Washington *via* do. .. .. | 1 | 11 |
| Chicago *via* Eastern—N. A. Cables .. .. | 1 | 12 |
| Union of South Africa *via* Bombay—Aden .. | 1 | 6 |

| | Rs. | a. |
|---|---|---|
| Yemen (Arabia) *via* Bombay—Aden.. .. .. | 1 | 3 |
| Zanzibar *via* Bombay—Aden .. .. .. | 1 | 5 |

For further particulars apply to the local telegraph office.

CALCUTTA, *The 28th May* 1920. } G. R. CLARKE, *Director-General of Posts and Telegraphs.*

No. 217-S.H.

SIMLA, the 12th June 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—With reference to your letter No. 597-56, dated 24th April 1920, I am directed to inform you that the anomaly of the rates to Aden being the same as that to England has since been removed and the rates now are respectively thirteen annas and one rupee a word.

2. The high rates to Aden and Egypt formed the subject of a despatch from the Government of India to the Secretary of State in 1916, but the Secretary of State decided that it was not opportune to press the Cable Companies for a reduction at that time.

3. As three years have passed since that decision was given I am directed to inform you that the Government of India are again being asked to represent the matter.

4. As regards your enquiries in paragraph three I am directed to say—

(*a*) that until the traffic with either Aden or Egypt is sufficient to justify a separate cable, it is impossible for the word rate to these places to be lowered strictly in proportion to the distance.

(*b*) It is not known exactly how the Cable Companies arrive at their rates.

(c) If the reduced tariff to Aden and Egypt were to mean a large increase of telegrams from India to these places and this increase was not sufficient to justify an additional cable, it would naturally add to the congestion of through telegrams to England.—I have, etc.,

(Sd.) ILLEGIBLE.
Deputy Director-General,
Telegraph Traffic.

No. 1205-56 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 25th June 1920.

The DIRECTOR-GENERAL OF POSTS AND TELEGRAPHS,
Simla.

Sir,—I am directed to acknowledge receipt of your letter No. 217-S.H., dated the 12th June 1920, in regard to the question of the cable rates between Aden and Bombay, and to thank you for the information contained therein.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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# APPENDIX Q-3.

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## CABLE RATES TO EUROPE AND AUSTRALIA.

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138-A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 31st January 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DELAYS TO FOREIGN TELEGRAMS.

*Rates for Foreign Telegrams.*

Dear Sir,—I am directed by the Hon. Mr. Crum to send you herewith the attached copy of a letter No. 45-A.C., dated 28th January 1920, addressed to the Government of India, Department of Commerce and Industry, forwarding the resolutions adopted by the Conference with reference to the two subjects indicated above.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

No. 45-A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,

ROYAL EXCHANGE,
CALCUTTA, 28th January 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY.

Sir,—I am directed to invite the attention of the Government of India to the following resolutions which, on the motion of the Bengal Chamber of Commerce, were adopted by the Conference of Indian and Ceylon Chambers at their sitting on the 9th January 1920 :—

I. DELAYS TO FOREIGN TELEGRAMS.

That in the opinion of this Conference serious injury is being sustained by the import and export trade of India as a result of the prolonged delays that are now customary in the transmission of foreign telegrams, in particular those to and from the United Kingdom ; and

That this Conference desires to ask for the co-operation of Government in the limitation of telegraphic and cable messages by Government itself to such matters only as cannot be dealt with by post ; and further

That the Government of India be moved to impress upon His Majesty's Government the imperative need for prompt remedial measures.

II. RATES FOR FOREIGN TELEGRAMS.

That the charges for foreign telegrams, particularly those from India to the United Kingdom and Australia, are now unreasonably heavy in view of the position of the sterling exchange ; and that this Conference urges the Government of India to take immediately such action as may be calculated to bring about a reduction.

2. I am to submit also the following papers, for the information and consideration of the Government, in this connection :

(*a*) extracts from the proceedings of the sittings of the Conference at which the resolutions were discussed ;

(*b*) a memorandum recording an informal discussion between the Hon'ble Sir George Barnes, K.C.B., the Hon'ble Mr. G. R. Clarke, Director-General of Posts and Telegraphs and representatives of the Chambers.

3. The memorandum has been issued to the various Chambers comprising this Association, and it has also been published in the principal Indian newspapers. Further, the Chambers have been invited by the Association to suggest to their members that they should co-operate to the greatest extent possible in the directions of restricting their cables with the United Kingdom, and other overseas destinations.

4. The Association is convinced that the Government of India will take, and are taking, whatever steps may be possible with the object of accelerating the foreign cable service; and that they will likewise support the commercial community in their endeavours to obtain a more reasonable scale of charges.—I have, etc.,

H. M. HAYWOOD,
Secretary.

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## DELAYS TO TELEGRAMS.

Mr. Rhodes moved the following resolutions :—

He said :—

That in the opinion of this Conference serious injury is being sustained by the import and export trade of India as a result of the prolonged delays that are now customary in the transmission of foreign telegrams, in particular those to and from the United Kingdom, and that the Government of India be moved to impress upon His Majesty's Government the imperative need for prompt remedial measures.

I feel I almost owe you an apology for putting before you such a self-evident resolution and there is little I can say on the subject which is not said day by day by every member of this Conference. I was told the other day in a very telling phrase that we had won the War, but that we had not yet won the Peace. The winning of the Peace depends on the commercial and industrial communities, and how are we to fight if our vital lines of communication are cut, not by the enemy but by

our own benign authorities. I confess I do not understand where lies the root of all our troubles. I am told that the cables west of Suez have broken down and I find in consequence Captain Ross Smith beating my cables to Australia. It is now 15 months since the Armstice and yet we find that a matter so vital in Peace and War as our cable system has not yet been put in order. Many of us incline to the view that faulty as the cables are, they are not being used to the best advantage. Do the authorities still think that the percentage of stones in the plum and apple jam and the evidence in the Punjab Commission are matters of greater telegraphic importance than the trade of the country? If by the trade of the country they understand the convenience and profit of the merchant, they may be right, but in this connection let me tell you the history of one out of the many thousand telegrams which have been held up during the past year.

You and I, Sir, have been associated during the last two years in advising the Government on the shortage of piece-goods supplies and the introduction of standard cloth. We have both held the view that the only real satisfactory solution against profiteering and hat-looting was the increase in supply through the ordinary commercial channels. In November last I was offered from home 17 million yards of cloth and promptly wired acceptance. By the time my delayed telegram reached home, the market had completely changed and only by my agent paying £ 1,000 more on his own responsibility was he able to secure 5 out of the 17 million yards. The other 12 million yards representing a value of £ 45,000 have been lost to India altogether at a time when plentiful supplies are urgently required. You can probably tell similar stories, to bring home to the authorities the results to the people of the present *impasse*.

Not only is the import trade suffering in bulk, but the delays to telegrams put us entirely in the hands of the home producer and personally I attribute in great measure the rapid and unjustifiable rise in piece-goods prices in Lancashire to our inability to keep in close touch and bargain with the manufacturer. The delays to telegrams are enabling him in practice to tell us to "take it or leave it." In regard to the export trade, we find it impossible to offer goods to our clients abroad, as the market may be anything by the time the reply is received.

If this is the position with the larger firms who have trusted agents in all parts of the world, the position of the small firm must be intolerable, and I would ask the authorities to realise as quickly as possible that the winning of peace is impossible without an adequate cable system.

MR. SIMPSON :—I do not believe altogether these tales about cables having broken down. I think the delay is due to other reasons. I know for a fact that a cable can be sent from Madras to England, say, on a Tuesday and the reply received on Thursday. I am not permitted to give facts, and figures, but I can assure the Conference that, during the greatest congestion a cable could be sent to England and the reply received in two days time. I think a resolution regarding this cannot be too strongly worded.

The PRESIDENT :—In regard to what has fallen from Mr. Simpson, I may say that it is a fact that cables were cut up in the Mediterranean by German submarines. They were temporarily mended, but would again break down. On the other hand it is an open secret that, during the war at least and possibly even now, Government cables have far exceeded the usual number, and that a very great deal of matter which could be sent by letter was going by cable. If that is the case, I really do not see why we should not protest against it. I do not see any objection to putting something of that sort in the resolution.

MR. HOLBERTON :—I believe every Chamber has represented to Government about this matter month after month. And do you not think that we should follow in this instance Sir Charles Macleod's advice that we should burn our minute paper containing matters which we have brought to their notice over and over again ? I understand that the delay is in some measure due to the fact that it was sometimes impossible to put down new cables when they were cut. But I also readily agree with the Chairman about the misuse, or superuse, of the cables by Government. I would, therefore, ask the Conference to put our recommendation in a different form, and to make to the Government a definite request instead of sending a mere recommendation. We might also consider whether we might also ask for the use of wireless telegraphy.

MR. HOLBERTON moved a definite amendment which was accepted by Mr. Rhodes with a slight modification.

The resolution was then put in the following form and carried :—

That in the opinion of this Conference serious injury is being sustained by the import and export trade of India as a result of the prolonged delays that are now customary in the transmission of foreign telegrams, in particular those to and from the United Kingdom ; and

That this Conference desires to ask for the co-operation of Government in the limitation of telegraphic and cable messages by Government itself to such matters only as cannot be dealt with by post ; and further

That the Government of India be moved to impress upon His Majesty's Government the imperative need for prompt remedial measures.

The Conference then adjourned for lunch.

## RATES FOR FOREIGN TELEGRAMS.

Mr. C. W. Rhodes, o.b.e., said :—I rise to move the following resolution—

That the charges for foreign telegrams, particularly those from India to the United Kingdom and Australia, are now unreasonably heavy in view of the position of the sterling exchange ; and that this Conference urges the Government of India to take immediately such action as may be calculated to bring about a reduction.

I think it was Mark Twain who said :—"You can't go in without paying but you can pay without going in." This appears to be the attitude of the Government. They tell us in effect that we may pay double that we cannot ensure that our telegrams will arrive within a reasonable time. The authorities are not letting their right hand know what their left hand doeth. Whilst our currency experts are beating Maskelyne and Cook in the agility with which they manipulate exchange, the telegraph department have not yet been advised that the exchange rate has risen above 1/4*d*. I suppose that 95% of the money we pay for our telegrams is paid away by the telegraph company for maintenance or payment of dividends in *sterling*. Then why are we asked to pay in rupees nearly double the equivalent of the sterling cost fixed by the telegraph companies themselves ? Very early in the War exporters from India requested steamship owners to be allowed to pay their freights in sterling at home and the request was

immediately granted. Even the much criticised tradesman gives a discount of 10% as some small concession for the rise in exchange. The Marwari has been accused of profiteering, but for two years I have sat on a Committee consisting almost entirely of Marwari gentlemen interested in the piece-goods trade and they have done splendid work in stopping profiteering.

But *quis custodiet ipsos custodes.* If the Government of India ever desire to bring in a profiteering act in India they will be immediately met by the accusation "thou art the man." Where are those profits going? Certainly not in giving us an efficient service.

SIR GEO. BARNES said:—I do not know the details of these charges, but I know that the papers are on my table to-day. I also know that Mr. Clarke, Director-General, Posts and Telegraphs, and Mr. Thompson, an expert on this subject, have been going into the question. There is a case. I would suggest that a few of you, gentlemen, should meet Mr. Clark and Mr. Thompson and go into the whole question with them. It is not a simple matter at all. There is a loss in exchange on one side and a gain on the other side. The charges are also measured, curiously enough, in francs and not in rupees or sterling. If you would not mind going into the details with Mr. Thompson I think you will benefit a good deal by it. I mean to go into the question myself immediately. With regard to the efficiency of the service, it is not just to blame us for the cable delays overseas. There have been a great many delays for some time, but these delays occur on the cable companies' lines. The lines to England are owned by commercial companies, and their cables were cut continually during the War by German submarines. German submarines sat down on the cables and had some apparatus to cut them. The result is that the cables are in very bad repair. It is very difficult to get new cables, as only two Cable Companies can make them. But I hope we shall get efficient cables before long. It really is not within our field, but we will do what we can to make the cable service efficient, but it really rests with the Cable Companies.

THE PRESIDENT said:—I think the suggestion that certain members of the Conference should see Mr. Clarke and Mr. Thompson would be very acceptable. I would like to suggest that Mr. Rhodes, Mr. Holberton, and Mr. Simpson should interview Mr. Clarke if they are agreeable.

It was arranged that Messrs. Rhodes, Holberton and Simpson should call on Mr. Clarke and Mr. Thompson at 11 o'clock on Saturday.

The President then put the resolution to the meeting, and it was carried unanimously.

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No. 322-A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 23rd February 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Delays to Foreign Telegrams : Rates for Foreign Telegrams.*

Dear Sir,—Referring to my No. 138-A. C., dated 31st January, I am now directed to hand you the attac hed copy of a letter No. 1507-D., dated 20th February 1920, from the Government of India, in the Department of Commerce and Industry, on these subjects.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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No. 1507-D.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
DELHI, the 20th February 1920.

The SECRETARY, THE ASSOCIATED CHAMBERS OF
COMMERCE OF INDIA AND CEYLON.

Sir,—In continuation of Mr. Nixon's letter No. 827-D., dated February 3rd, 1920, I am directed to state that orders have been issued by the Government of India for the limitation of telegraphic and cable messages by the Government Departments to such matters only as cannot be dealt with by post. The subject of cable delays is already engaging the attention of His Majesty's Government.

2. The charge on foreign telegrams from India to the United Kingdom has been reduced from Rs. 1-4 to Re. 1, in accordance with the attached *communique*. The question of reducing cable rates with Australia is under consideration.—I have, etc.,

R. B. EWBANK,
Deputy Secretary to the Govt. of India.

No. 7.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY,

DELHI, 12th February 1920.

*Press Communique.*

In view of the rise in the rupee-sterling exchange the Government of India have decided with effect from the 1st March 1920 to reduce the change on foreign telegrams to Europe from Rs. 1-4 per word to Re. 1 per word.

This rate will be subject to revision once every three months.

J. C. NIXON,

Under Secretary to the Government of India.

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No. 475-A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,

ROYAL EXCHANGE,

CALCUTTA, 8th April 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear, Sir,—I attach hereto, for the information of your Chamber, a copy of a letter No. 1151-1920, dated the 7th April 1920, and its enclosure, with reference to the reduction of the rates for cables from India to Europe.

2. Should it be the opinion of your Chamber that the Association should address the Government on this subject, perhaps you will inform me accordingly.—Yours faithfully,

H. M. HAYWOOD,

Secretary.

No. 1151-1920.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE,
CALCUTTA, 7th April 1920.

The SECRETARY, ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON.

Dear Sir,—I am directed to hand you, for the information of the Association, a copy of a letter No. 1150-1920, dated the 7th April 1920, to the Director-General of Posts and Telegraphs, on the subject of the charges for cables from India to Europe.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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No. 1150-1920.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE,
CALCUTTA, 7th April 1920.

The DIRECTOR-GENERAL OF POSTS AND TELEGRAPHS.

Sir,—I am directed to refer to your letter No. 465-T. H., dated 23rd February 1920, on the subject of the reduction in the rate charged for telegrams from India to Europe.

2. I am to invite your attention in this connection to the informal meeting held on the 10th January 1920 at the Calcutta Office of the Department of Commerce and Industry, when the question of the rates on foreign telegrams was discussed. It was then pointed out and agreed that, with the sterling exchange at 2*s.* per rupee, the charge for telegrams to Europe ought to be on the basis of 14 annas per word. Thereafter the rate was reduced with effect from 1st March to Re. 1 and was to be subject to revision once in three months. Exchange has been materially higher than 2*s.* from the time when the meeting was held up to date; and there does not, therefore seem to the Committee of the Chamber to be any reason for further delaying the reduction to 14 annas. They have accordingly

instructed me to urge that the reduction should be made forthwith, and they trust that you will see your way to press it upon the attention of the Government of India,—I have, etc.,

H. M. HAYWOOD,
Secretary.

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No. 594/45 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 23rd April 1920.

The SECRETARY, ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,
Calcutta.

Dear Sir,—I am directed to acknowledge receipt of your letter No. 475-A. C., dated 8th instant, regarding rates for foreign cables and to state in reply that my Committee are in agreement with the views of the Bengal Chamber of Commerce on this subject as set forth in their letter to the Director-General of Posts and Telegraphs, dated 7th idem. My Committee are of opinion this is a question which might suitably be taken up by your Association and they trust you will address Government in the matter.—I am, etc.,

C. B. SAYER,
Assistant Secretary.

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## NOTICE.

### RATES FOR FOREIGN TELEGRAMS.

*With effect from the 7th June* 1920 *the rates per word for private telegrams to the undermentioned countries from India or Burma will be as follows:—*

| | Rs. | a. |
|---|---|---|
| Aden, Perim *via* Bombay | 0 | 13 |
| Amoy, Foochow, Shanghai *via* Madras | 1 | 2 |
| Australia *via* Madras | 1 | 8 |
| British Central Africa— | | |
| Nyasaland *via* Bombay—Aden | 1 | 10 |
| Northern Rhodesia *via* Bombay—Aden | 1 | 10 |
| Southern Rhodesia *via* Bombay—Aden | 1 | 8 |

| | Rs. | a. |
|---|---|---|
| Europe— | | |
| All countries except Germany and German Austria *via* Eastern | 1 | 0 |
| Germany and German Austria *via* London | 1 | 4 |
| Hedjaz (Arabia)— | | |
| Medina *via* Aden—Souakim | 2 | 5 |
| Djedda and Mecca *via* Aden—Souakim | 1 | 14 |
| Hongkong *via* Madras | 0 | 15 |
| Japan *via* Madras | 1 | 11 |
| Madagascar *via* Bombay—Aden | 1 | 15 |
| Malacca *via* Madras | 0 | 13 |
| Mauritius *via* Bombay—Aden | 1 | 6 |
| Mesopotamia *via* Fao | 0 | 10 |
| Mozambique *via* Bombay—Aden | 1 | 6 |
| New Zealand *via* Madras | 1 | 11 |
| Palestine *via* Eastern | 1 | 3 |
| Penang, Singapore *via* Madras | 0 | 13 |
| Persia— | | |
| Bunder Abbas *via* Karachi | 0 | 12 |
| Other offices including Bushire *via* Karachi | 0 | 11 |
| Persian Gulf— | | |
| Charbar *via* Karachi | 0 | 3 |
| Jask, Henjam, Muscat *via* Karachi | 0 | 6 |
| Bahrein, Lingah *via* Karachi | 0 | 10 |
| Seychelles *via* Bombay—Aden | 1 | 6 |
| Siam *via* Moulmein (from India) | 0 | 11 |
| „ „ Moulmein (from Burma) | 0 | 9 |
| Tasmania *via* Madras | 1 | 8 |
| United States— | | |
| Boston, New York *via* Eastern—N. A. Cables | 1 | 10 |
| Philadelphia, Washington *via* do. | 1 | 11 |
| Chicago *via* Eastern—N. A. Cables | 1 | 12 |
| Union of South Africa *via* Bombay—Aden | 1 | 6 |
| Yemen (Arabia) *via* Bombay—Aden | 1 | 3 |
| Zanzibar *via* Bombay—Aden | 1 | 5 |

For further particulars apply to the local telegraph office.

CALCUTTA :
*The 28th May* 1920.

G. R. CLARKE,
*Director-General of Posts and Telegraphs.*

# APPENDIX Q-4.

## FOREIGN MONEY ORDERS.

No. 657-A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE

OF INDIA AND CEYLON,

ROYAL EXCHANGE,

CALCUTTA, 7th July 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

*Foreign Money Orders.*

Dear Sir,—In forwarding to you copies of the marginally noted correspondence on this subject, I am directed to ask for an expression of opinion from your Chamber of the proposal made by the Burma Chamber.—Yours faithfully,

Letter, dated 28th June, from the Burma Chamber of Commerce, submitting copy of letter, dated 28th June 1920, to the Government of Burma with extract from the *Rangoon Times*.

H. M. HAYWOOD,

Secretary.

*Letter, dated 28th June 1920, from the Burma Chamber of Commerce, to the Associated Chambers of Commerce of India and Ceylon.*

I am directed to enclose a copy of a letter this Chamber has addressed to the Government of Burma on this subject, and to say that, if you consider that the precedent set up is undesirable, and one that may re-act on India later on, my Committee will be glad if you will lend them your support in having the action of the postal authorities set aside.

*Copy of letter, dated 28th June to the Government of Burma, Maymyo.*

I am directed to invite your attention to the fact that on March 15th and 16th, 1920, the Rangoon Post Office, in the absence of advice

to the contrary from headquarters, issued a large number of Money Orders to the public at the rate of Rs. 6-15-0 to the £1. In other words, for a given number of rupees, at the rate fixed by themselves Government contracted with the public to pay in London, or elsewhere, the sum of £40, but actually broke their contract by only paying £37, and so on *pro rata* with Money Orders of lower value.

2. This extraordinary flouting of all the canons of commercial practice and law places Government in a most undignified position in the eyes of the public, as may be seen from the enclosed extract from the *Rangoon Times* of June 11th, 1920. It also created a most undesirable precedent in the very important matter of Money Order transmission, which is an essential factor in the commerce of the world and it is thus apt to cause the public to lose faith in the honour and even in the honesty of Government, for in their large Money Order business Government compete with the Banks, none of which would even dream of dishonouring a draft, or any part of it, regularly issued by them in the ordinary course of business and at their own rate. And the public have a perfect right to expect at least the same high level of rectitude and fair dealing from Government.

3. Some two months after the event, Government in the Postal Department announced that they had made a mistake in issuing Money Orders on March 15th and 16th, 1920, at the rate of Rs. 6-15-0 instead of at the rate of Rs. 7-8 0 to the £1. Presumably Government did make a mistake, but it is clearly their duty to bear the consequences of their own mistake, and not to adopt the questionable course of passing those consequences on to their customers, who had entered into a binding contract with Government in good faith, and in the full expectation that the dignity of Government required that such contracts would be honoured as a matter of course.

4. For these reasons I am to strongly urge that Government should now undertake to bear the cost of their own trading mistake and to either carry out their contract, or, in the alternative, refund to the parties concerned the whole sum of money wrongfully deducted from all Money Orders accepted in Burma on March 15th and 16th, 1920. such refund or payment to be made at the rate of exchange in force at the Rangoon Post Office on the dates on which the disputed Money Orders were issued.

*Extract from the Rangoon Times of June 11th, 1920.*

Does not the dignity of Government require that, when they of their own accord make a mistake, they should bear the cost of such mistake and not pass it on to others ? I should have thought that there could have been only one possible answer to this query. But let me tell you a short Rangoon story. On March 15th and 16th last the gentleman in charge of the Department of Government, which fixes the rate of exchange for Money Orders apparently went to sleep probably after a strenuous late night at bridge. When he awoke on March 17th, he seems to have realised that Rangoon should have been advised on the evening of March 14th that the exchange rate had been altered from Rs. 6-15-0 to Rs. 7-8-0 to the pound sterling. In the absence of such advice, however, the Rangoon Post Office went on issuing a very large number of Money Orders on March 15th and 16th at the old Rs. 6-15-0 rate ; when the over-tired one discovered this fact, he wired off to the Bombay Post Office to reduce the value of all £40 Money Orders to £37, and so on *pro rata* in respect of other values. In other words, you had bought from Government, £40 to pay a debt of that amount, say, in London ; but Government, without your knowledge and consent, only paid your creditor £37, pocketed the odd £3 and insisted that you should pay them £43 for £40.

Put in another way, Government contracted to give you forty sovereigns for so many rupees, but having obtained your rupees they only gave you £37. In any case this is a gross breach of contract for which Government would, I think, be held liable in the Courts ; and it also borders very closely, I fancy, on cheating, as defined in the Indian Penal Code. Under the same Code it seems clearly to amount to obtaining money under false pretences—under the pretence that £40 would be paid in London for a given number of rupees paid in Rangoon. Is it not really surprising that Government should place itself in such an undignified position ? And how about all the annoyance and inconvenience caused to the remitters and the recipients of the depreciated Money Orders ? Do those things count for nothing ? It is unquestionably the duty of Government to come forward now and stand manfully by their own mistake, even though the loss to them will, I hear, be in the neighbourhood of half a lakh of rupees. If they *must* find a victim for this loss, let them remember the sleepy one. But let

them also remember that they have no legal or honest right to break through a contract made with them in good faith by the public of Rangoon.

No. 724-A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON, ROYAL EXCHANGE,

CALCUTTA, 17th July 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

*Foreign Money Orders.*

Dear Sir,—In continuation of my No. 657-A.C., dated 7th July, I have now to inform you that, under date 12th July, the Secretary to the Burma Chamber has written to me as follows:—

"In reference to my letter of the 28th ultimo and enclosure on this subject, please note that the Rangoon Post Office have now agreed to carry out their contract and to pay the full value of the money orders accepted on March 15th and 16th last".—Yours faithfully,

H. M. HAYWOOD,
Secretary.

No. 880-A.C.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON, ROYAL EXCHANGE,

CALCUTTA, 6th October 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

*Rangoon Post Office : Rate of Exchange on Sterling Money Orders.*

Dear Sir,—Adverting to my No. 724-A. C., dated 17th July 1920, I am now directed to hand you the attached copies of the marginally noted letters with reference to this matter.—Yours faithfully,

(1) Letter, dated 13th September 1920, from the Burma Chamber, forwarding copy of a letter dated 28th August from the Postmaster-General, Burma, to that Chamber.
(2) Letter No. 877-a. C., dated 4th October 1920, from the Association of Chambers of Commerce to the Government of India, Department of Commerce.

H. M. HAYWOOD,
Secretary.

BURMA CHAMBER OF COMMERCE,

RANGOON, 13th September 1920

The SECRETARY,

ASSOCIATED CHAMBERS OF COMMERCE OF

INDIA AND CEYLON, ROYAL EXCHANGE,

Calcutta.

*Breach of Contract by the Post Office.*

Dear Sir,—I am directed to refer again to my letter of June 28th last on this subject, and to state that Government, who, on receipt of this Chamber's protest (a copy of which accompanied my letter to you of June 28th), promised to stand by their contracts, have now decided to break through that promise on the far-fetched grounds set forth in the enclosure.

In the view of my Committee the case now sought to be made out by the Government of India is not tenable for these among other reasons :—

(*a*) That Government by accepting the public's money plus the Post Office commission, to do a certain thing, *viz.*, pay a certain number of pounds sterling in return for a given number of rupees, demanded by and paid to them, completed a binding contract from which they are not entitled to resile.

(*b*) That in the matter of these contracts the Postmaster, Rangoon, acted *bona fide* and within his powers as the Agent of the Government of India, who are therefore responsible for any error he may have committed in the ordinary discharge of his duties.

(*c*) That the rate at which the Postmaster issued the disputed Money Orders to the public was the current rate fixed by the Director-General of the Post Office as it had not been cancelled owing, it is believed, to the neglect of one of the Director-General's own Officers, who is said to have held up an amending telegram for two days.

(*d*) That Rule 121 (3) therefore does not apply, as the revised rate of exchange was never made effective owing to the neglect or failure of the Director-General or of his Staff.

(e) That the present attempt of Government to saddle a section of the public with the consequences of the neglect of the Director-General's own establishment is surprisingly irregular, quite improper and at entire variance with the established custom of remittance business ; and, if sanctioned, will deprive Money Order transactions of any certainty they may still possess, and place the public in the wholly intolerable position of being penalised at any time an Officer of the Director-General's Department may care to elect to neglect his duty.

For these, among other reasons that will readily occur to you, I am directed to invite you to be so good as very strongly to protest against what seems to be the entirely illegal attempt of the Government of India to break through binding contracts made with them in good faith by the public.

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Letter No. C. 17-62 B., dated August 28th, 1920, from the Postmaster-General, Burma, Rangoon, to the Secretary, Burma Chamber of Commerce, Rangoon.

In continuation of my letter No. C.-17-62-B., dated the 17th July last, I have the honour to say that the Government of India have since decided that the Post Office is not liable in respect of Sterling Money Orders erroneously accepted at lower rates of exchange than those in force at the time of booking and that the provisions of Rule 121 (3)* of the Consolidated Notification issued under the Post Office Act are binding on the remitters, who may have the choice of the following alternatives:—

(1) To take their money back including the commission paid by them.

(2) To pay such sum as would cover the rates of exchange in force at the time of issue of the order so as to permit of an order for the sterling amount originally intended being advised forward, or

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* 121 (3). The amount of a Foreign Sterling Money Order shall be paid to the Post Office in rupee currency at such rate of exchange as the Director-General shall, from time to time, direct.

(3) To have a Sterling Money Order advised forward for such lesser sum as would have been admissible at the proper rate at the time of booking.

2. In the particular case of the Sterling Money Orders booked in the Rangoon General Post Office on the 15th and 16th March last, the Director-General of Posts and Telegraphs has decided that the last course having been adopted, the Money Order commission on the difference between the amount entered and that actually advised, should be refunded to the remitters, and the Postmaster, Rangoon, has accordingly been given instructions to refund the excess commission as early as possible.

3. The further communication referred to in para. 2 of my letter of the 17th July 1920, will be sent as soon as I hear from the Director-General of Posts and Telegraphs.

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No. 877-A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 4th October 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE.

Sir,—The Burma Chamber of Commerce has brought to the notice of the Associated Chambers a matter having reference to the rate of exchange for Foreign Money Orders. It appears that, although the rate of exchange for these orders had been altered by the Director-General of Posts and Telegraphs, on the 14th March 1920, from Rs. 6-15-0 to Rs. 7-8-0 per pound sterling, the Rangoon Post Office—not having received the information—issued, on the 15th and 16th March, a number of such orders at the rate of Rs. 6-15-0.

2. The postal authorities, on learning of these issues, instructed the Bombay Post Office, by telegraph, that the Money Orders were to

be paid at destination at the rate of Rs. 7-8-0. For example a sum of £37 would be paid in London for a Money Order issued in Rangoon for £40. Against this decision the Burma Chamber protested and it was ultimately reversed, the Rangoon Post Office notifying that they would pay full value for the orders in question.

3. In view of this apparently satisfactory settlement of the difficulty no action on the part of the Associated Chambers seemed to be necessary. But within the last week or so the Burma Chamber has stated that the Government of India have reconsidered the matter and have decided that the Post Office is not liable for its error in accepting a lower rate of exchange than was in force elsewhere than in Rangoon at the time of booking. This decision was communicated to the Burma Chamber by a letter, dated 28th August 1920, from the Postmaster-General of Burma, a copy of which is attached.

4. The Associated Chambers find it a little difficult to understand why these conflicting decisions should be necessary about what appears to be a very simple matter. The Post Office admittedly made a mis take. In the words of the Postmaster-General of Burma they "errone-ously accepted" a rate of exchange lower than that which was in force at the time of booking. At first they refused to admit their liability for this mistake. Then they said that they would accept liability, and now after an interval of several months they confirm their first decision.

5. To say the least of it this is an unfortunate and undignified position for a great department of the administration to take up. But apart from that it is the Associated Chambers venture to think, altogether wrong that any hesitation should be shown by the Government as to the course to be followed in such a case. When a merchant, or a banker, enters into a contract, he has either to stand by it, or to face the risk of legal proceedings. And it surely cannot be argued that departments of Government are entitled to proceed upon a different principle. The Associated Chambers cannot believe that the Government of India had considered this aspect of the matter when coming to the decision announced by the Postmaster-General of Burma in his letter of 28th August 1920.

6. The rule quoted by the Postmaster General does not appear to have any bearing on the question. It merely affirms, what is indeed obvious, that the amount of a foreign sterling Money Order shall be paid in rupees at such a rate of exchange as the Director-General of the Post Office shall from time to time direct. But the whole point of the present case is that the Director-General, or his Staff, failed or neglected to inform one of the offices that a change had been made in the rate. And for this failure, or neglect, of duty it is now sought to make the public responsible. Against such an attitude the Associated Chambers strongly protest, and they have no hesitation in expressing their conviction that it ought never to have been taken up by the Government in their dealings with the public. The Chambers urge that the matter should be again reviewed by the Government of India, that all technical questions of liability under rules should be set aside, and that the contracts, which were regularly made in the ordinary course of business, should be fulfilled.—I have, etc.,

H. M. HAYWOOD,
Secretary.

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No. 1916/177 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 21st October 1920.

The SECRETARY,
ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
Calcutta.

Dear Sir,—I am directed to acknowledge receipt of your letter No. 880-A. C., dated the 6th October 1920, and enclosures and to state that my Committee are in complete agreement with the terms of the Association's letter to the Government of India No. 877-A. C., dated the 4th October 1920, and which, in the opinion of my Committee, admirably sets forth the matter under dispute.—I am, etc.,

C. B. SAYER,
Acting Secretary.

No. 50-A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 7th January 1921.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Rangoon Post Office: Rate of Exchange on Sterling Money Orders.*

Dear Sir,—Referring to my No. 880-A. C., dated 6th October 1920, I am now directed to say that the Government of India have replied as follows to the representation made by the Association on the 4th October last:—

"In continuation of the letter from this Department, No. 7000, dated the 12th October 1920, I am directed to say that the Government of India understand that the matter is likely to come before the Courts and that in the circumstances they are not prepared to make any statement on the subject."

Yours faithfully,
H. M. HAYWOOD,
Secretary,

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No. 88-177 of 1921.

THE CHAMBER OF COMMERCE,
BOMBAY, 12th January 1921.

The SECRETARY,
ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
Calcutta.

Dear Sir,—I beg to acknowledge, with thanks, the receipt of your letter No. 50-A. C. of the 7th instant, communicating the reply of the Government of India to your representation regarding the rate of exchange charged in March last by the Rangoon Post Office on sterling money orders.—Yours faithfully,

C. B. SAYER,
Secretary.

# APPENDIX Q-5.

## POSTAL COUNTER WORK ON SATURDAYS.

No. 47711.

BOMBAY, 17th September 1920.

The SECRETARY, CHAMBER OF COMMERCE.
Bombay.

Sir,—I have the honour to put before you a proposal to give the Postal employees in Bombay a relaxation of duties as is given to other departments of Government, Banks, Firms and other Institutions on *Saturdays* by closing counter work of the Post Office at 2 p.m. and having no delivery of money orders, registered and insured letters and parcels and V. P. P. after that hour. The delivery of unregistered correspondence, despatch of mails and the sale of stamps will remain unchanged.

2. I have reason to believe that the hours of business of the Post Office could be curtailed to this extent without causing inconvenience to the Public since most establishments close at 2 p.m.

3. This question of relaxation on Saturdays has been represented to me by the Staff and I trust that you will view the matter with sympathetic consideration and that you will kindly let me know whether you agree.—I have, etc.,

H. A. SAMS,
Postmaster-General.

No. 1727/204 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 24th September 1920.

The POSTMASTER-GENERAL,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 47711, dated the 17th September 1920, upon the subject of a curtailment of the hours of business of the Post Office on Saturdays by closing the counter work of the Post Office at 2 p.m. upon these days and to state that my Committee approve the proposal in question.—I have, etc.,

C. B. SAYER,
Acting Secretary.

# APPENDIX Q-6.

## DESPATCH OF MAILS TO COLOMBO.

THE CEYLON CHAMBER OF COMMERCE,
COLOMBO, 6th September 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Despatch of Mails to Colombo.*

Dear Sir,—Complaints are constantly being made to the Post Office regarding incorrect information supplied of the date of delivery of mails in Colombo when they come overland from Bombay, and the Post Office here say they cannot get the correct information from Bombay.

My Committee would be grateful if you could kindly take this matter up on our behalf with the Postmaster-General in Bombay in order that, immediately Ceylon mails are despatched from Bombay by train or boat, a telegram may be despatched to the Postmaster-General, Ceylon, advising him of the correct time and date of despatch. Thanking you for your kind offices.—Yours faithfully,

A. DUNCUM,
Secretary.

No. 55030.

BOMBAY, the 18th September 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—With reference to the call of your representative on the 17th September 1920, I have the honour to say that the Bombay G. P. O. already sends a telegraphic intimation to the Postmaster, Colombo, regularly on every occasion when the English Mails for Colombo are despatched from Bombay. This information includes (1) the number of bags, (2) the route, *i.e.*, by train or steamer, and (3) the time of departure from Bombay of the train or steamer. The incorrect information furnished by the Colombo Post Office to the public appears to be due to miscalculating the transit time.

2. To ensure that correct notices are put up at Colombo, I am arranging that a copy of the telegraphic intimation should also be sent to the Postmaster-General, Ceylon.—I have, etc.,

H. A. SAMS,

Postmaster-General.

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No. 1729/203 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 24th September 1920.

The SECRETARY,
CEYLON CHAMBER OF COMMERCE,
Colombo.

Dear Sir,—With reference to your letter, dated the 6th September 1920, upon the subject of the despatch of mails from Bombay to Colombo I am directed to forward herewith a copy of a letter which I have received from the Postmaster-General, Bombay, and to state that my Committee have requested, in reply, that the procedure indicated in the Postmaster-General's letter may be continued.

2. Should your Committee desire further information in regard to the matter, I would suggest a reference to the Postmaster General, Madras, as I understand that, as in the case of the ordinary mails from Bombay, the English bags for Ceylon are transferred from the boat train in Madras and that consequently the responsibility of the Postmaster-General, Bombay, ends with the despatch of the mails by the boat train.—Yours faithfully,

C. B. SAYER,

Acting Secretary.

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No. 1739/203 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 24th September 1920.

The POSTMASTER-GENERAL,
BOMBAY CIRCLE,
Bombay.

Sir,—I am directed to refer to the correspondence ending with your letter No. 55030, dated the 18th September 1920, upon the subject

of the despatch of the English Mails to Colombo and to thank you for so kindly favouring my Committee with an explanation of the procedure at present in force in that connection.

2. My Committee note that a telegraphic intimation is sent to the Postmaster, Colombo, immediately the English Mails for Colombo are despatched from Bombay and they note also that you propose now to send a copy of the intimation in question to the Postmaster-General, Ceylon. If, therefore, as they hope, you can see your way to continue the procedure above indicated my Committee are of opinion that the responsibility of Bombay for the position indicated by the Ceylon Chamber will no longer remain.—I have, etc.,

C. B. SAYER,
Acting Secretary.

## APPENDIX Q-7.

## VISIT TO BOMBAY OF THE DIRECTOR-GENERAL OF POSTS AND TELEGRAPHS.

No. 79125-20.

CAMP Poona, the 2nd June 1920.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

Sir,—With reference to one of the subjects discussed at our meeting on the 18th, *viz.*, the delay in the delivery of the Madras Mail, I enclose for your information, and that of the Members of the Chamber of Commerce, a statement showing the hour of receipt of Madras Mail, in the General Post Office and the hour of their delivery.

2. One Member complained that the Madras Mails were not delivered until 2 P.M. As will be seen from the statement, the Madras Mail was, between the 15th of April and 15th May, issued on most occasions by the 11-30 delivery; on some occasions by the 12-30, and on one occasion only as late as 1-30 and on one occasion at 5 P.M.

3. The Madras Mail is due to arrive at 8-40 A.M., but as you will see from the statement, it would appear that it seldom arrives in time. The hour of receipt of mails would be very soon after the arrival of the train.

4. As you will see from the statement the late arrivals of other mails interferes considerably with the prompt delivery of the Madras Mail even when it is not greatly delayed. It is this general dislocation of the Railway Traffic which, as explained by Mr. Clarke, the Director-General of Posts and Telegraphs, dislocates the whole of our Postal work. Unless and until the Railway trains run to time it is impossible to guarantee regularity of delivery.

5. I am sending a copy of this letter to the Railways concerned.—I have, etc.,

H. A. SAMS,
Postmaster-General.

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GENERAL POST OFFICE.

Statement showing the hours of receipt and delivery of the B-7 out mail (*i.e.*, Madras Mail) from the 15th April to the 15th May 1920.

| Date. | Hour of receipt. | Hour of delivery. | Remarks. |
|---|---|---|---|
| 15-4-20 | 9-30 A. M. | 11-30 A.M. | |
| 16-4-20 | 9-30 ,, | 12-30 P.M. | Could not be issued at 11-30 as the Calcutta Mail *via* Nagpur which was received late, was issued at 11-30. |
| 17-4-20 | 10-0 ,, | 12-30 ,, | Do. do. |
| 18-4-20 | 9-45 ,, | 5-0 ,, | Sunday. Could not be issued at 10-30 A.M., as the Calcutta Mail *via* Nagpur was received late, *i.e.*, at 9-15 A. M. |
| 19-4-20 | 10-0 ,, | 12-30 ,, | Could not be issued at 11-30 as the Calcutta Mail *via* Nagpur was received late, and was issued at 11-30. |
| 20-4-20 | 9-45 ,, | 11-30 A.M. | |
| 21-4-20 | 10-20 ,, | 12-30 P.M. | Do. do. |

| Date. | Hour of receipt. | Hour of delivery. | Remarks. |
|---|---|---|---|
| 22-4-20 | 11-0 P.M. | 1-30 A.M. | Could not be issued at 12-30 as the Guzerat Mail which was received late, was issued at 12-30. |
| 23-4-20 | 10-30 ,, | 12-30 ,, | Could not be issued at 11-30 as the Calcutta Mail *via* Nagpur which was received late, was issued at 11-30. |
| 24-4-20 | 9-30 ,, | 11-30 A.M. | |
| 25-4-20 | 9-35 ,, | 10-30 ,, | Sunday. |
| 26-4-20 | 10-30 ,, | 11-30 ,, | |
| 27-4-20 | 10-30 ,, | 12-30 P.M. | Do. do. |
| 28-4-20 | 9-50 ,, | 11-30 A.M. | |
| 29-4-20 | 9-40 ,, | 11-30 ,, | |
| 30-4-20 | 10- 0 ,, | 11-30 ,, | |
| 1-5-20 | 9-30 ,, | 11-30 ,, | |
| 2-5-20 | 9- 0 ,, | 10-30 ,, | Sunday. |
| 3-5-20 | 9-40 ,, | 11-30 ,, | |
| 4-5-20 | 11-10 ,, | 12-30 P.M. | |
| 5-5-20 | 9-30 ,, | 11-30 A.M. | |
| 6-5-20 | 9-35 ,, | 11-30 ,, | |
| 7-5-20 | 10-25 ,, | 12-30 P.M. | Do. do. |
| 8-5-20 | 10-30 ,, | 12-30 ,, | Do. do. |
| 9-5-20 | 9- 0 ,, | 10-30 A.M. | Sunday. |
| 10-5-20 | 10- 0 ,, | 12-30 P.M. | Do. do. |
| 11-5-20 | 9-35 ,, | 11-30 A.M. | |
| 12-5-20 | 9-30 ,, | 11-30 ,, | |
| 13-5-20 | 10-45 ,, | 12-30 P.M. | Do. do. |
| 14-5-20 | 10- 0 ,, | 12-30 ,, | Do. do. |
| 15-5-20 | 10-10 ,, | 12-30 ,, | Do. do. |

No. 1040/150 of 1920.

CHAMBER OF COMMERCE.

BOMBAY, 10th June 1920.

The ACTING AGENT,

THE GREAT INDIAN PENINSULA RAILWAY,

Victoria Terminus.

Dear Sir,—I am directed to inform you that my Committee have recently been in communication with the Director-General

of Posts and Telegraphs in regard to the delay that has for some time past occurred in the delivery in Bombay of the Madras Mail.

2. In this connection, my Committee understand that one of the contributory causes of the delay in question is the irregular time of arrival of other mails, particularly the Calcutta Mail *via* Nagpur, which necessarily causes considerable dislocation in the work of the Postal Authorities.

3. My Committee, however, understand that you have been favoured with a copy of a letter from the Postmaster General, Bombay Circle, to the Chamber which outlines the present position and they desire me, therefore, merely to ask whether you will be good enough to advise them as to

(*a*) whether the delay to the Calcutta Mail *via* Nagpur-usually originates over your Section of the line, or

(*b*) over the Section of the line controlled by the Bengal Nagpur Railway ?

4. If the answer to the first question is in the affirmative, I am further to ask whether steps cannot be taken to ensure a more satisfactory running of the train. My Committee appreciate fully the difficulties under which the railways are labouring at the present time but they regard the present question as one of considerable importance having regard to the other issues involved.—I am, etc.

C. B. SAYER,
Acting Secretary.

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No. 1039-150 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 10th June 1920.

The POSTMASTER-GENERAL,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 79125-20, dated the 2nd June 1920, and its accompaniment, with reference to the delay in the delivery of the Madras Mail.

2. In reply I am to state that my Committee note from your letter and the accompanying statement that the delay in question is largely occasioned through the late arrival of other mails, particularly the Calcutta Mail *via* Nagpur. In this connection, however, they

desire me to draw your attention to the fact that when the latter mail does not arrive in time to be dealt with before the 11-30 A.M. delivery it would appear that the Madras Mail is held back for the 12-30 p.m. delivery even when it has been received at the General Post Office at hours varying from 9-30 to 11-30 a.m.

3. If this is the case, my Committee desire me to ask whether arrangements could not be made whereby both the mails in question might be handled in time for the 11-30 a.m. delivery, when the time of their arrival precludes the possibility of either or both of them being dealt with earlier.

4. In this connection I am to add that my Committee have addressed the Agent, G. I. P. Railway, in support of your representation and asked

(*a*) whether the delay to the Calcutta Mail *via* Nagpur usually originates over the section of his railway, or

(*b*) over the section of the Bengal-Nagpur Railway ?

If the reply to (*a*) is in the affirmative, the Agent has been asked whether steps cannot be taken to bring about a more satisfactory running of the train. If, on the other hand, the delay is found to originate over the section of the line controlled by the Bengal-Nagpur Railway it is proposed to address a similar request to the Agent of that line.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 45-T. T.-20.

GREAT INDIAN PENINSULA RAILWAY COMPANY,
AGENT'S OFFICE,
VICTORIA TERMINUS.
BOMBAY, 27th July 1920.

The POSTMASTER-GENERAL,
BOMBAY CIRCLE.

Dear Sir,—With reference to correspondence ending with your letter No. 79125-20, dated 5th July 1920, it is not quite clear how this Railway has been held responsible for the late delivery of the mails since the running of the Up Madras Mail train has on the whole been good.

2. For the period under review, 15th April to 15th May, the Madras Mail arrived right time on 13 occasions and was only once over an hour late and this was due to an accident. It was three times over half an hour late, and these late arrivals were due either to defect in the coaching stock or to loco. failures. Of the periods on which the train arrived half an hour and under late, the late running was due to waiting for foreign railway connections, to partial loco. failures or to accidents.

3. The running of the Nagpur Mail for the same period shows that on 24 days the train arrived within 15 minutes of time. On two occasions the train was over an hour late. On one of these occasions an accident occurred and on the other owing to locomotive labour trouble at Bhusaval the train left Bhusaval over 2 hours late, but made up an hour between Bhusaval and Bombay. There are only three other delays which exceed half an hour, one was due to a derailment, second to an hour and half late arrival at Nagpur, and the third due partly to a late arrival at Nagpur and partly to a defective vehicle which had to be detached en route.

4. It would appear therefore that it is incorrect to attribute the late deliveries of the mails to the late running of our trains, and I return a copy of the statement which formed an accompaniment to your letter with the particulars of the running of the trains in support of this statement.

5. With regard to the late receipt of this office letter No. 26-S. T. 5, dated 7th June 1920, it would appear that it was delayed in the post as it was correctly posted on the 7th June 1920, addressed Bombay Circle, Camp Poona.—Yours faithfully,

A. C. RUMBOLL,
Ag. Agent.

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Memo. No. 45-T. T.-20.

27th July 1920.

Copy, with copy of statement, forwarded to the Secretary, Chamber of Commerce, Bombay, for information, with reference to his letter No. 1040-150, dated 10th June 1920.

A. S. ALCOCK,
*for* Secretary.

## GENERAL POST OFFICE

*Statement showing the hours of receipt and delivery of the B 7 Out Mail (i.e., Madras Mail) from the 15th April to 15th May* 1920.

| Date. | Hours of receipt. | Hours of delivery. | Remarks | Particulars of arrival. | |
|---|---|---|---|---|---|
| | | | | (Madras Mail) due at 8-40 A. M. | (Nagpur Mail) due 8 A. M. |
| 15-4-20 | .. 9-30 A.M. | 11-30 A.M. | ..... | 10 Up 30 mts. late. | 2 Up Right time. |
| 16-4-20 | .. 9-30 ,, | 12-30 P.M. | Could not be issued at 11-30 as the Calcutta Mail *via* Nagpur which was received late, was issued at 11-30. | 10 Up Right time. | 2 Up Right time. |
| 17-4-20 | .. 10-0 ,, | 12-30 ,, | Do. do. | 10 Up do. | 2 Up do. |
| 18-4-20 | .. 9-45 ,, | 5-00 ,, | Sunday. Could not be issued at 10-30 A.M. as the Calcutta Mail *via* Nagpur was received late *i.e.*, 9-15 A.M. | 10 Up do. | 2 Up 4 mts. late. |
| 19-4-20 | .. 10-0 ,, | 12-30 ,, | Could not be issued at 11-30 as the Calcutta Mail *via* Nagpur was received late and was issued at 11-30. | 10 Up 20 mts. late. | 2 Up 5 mts. late. |
| 20-4-20 | .. 9-45 ,, | 11-30 A. M. | Do. do. .. | 10 Up 5 mts. late. | 2 Up 3 mts. late. |
| 21-4-20 | .. 10-20 ,, | 12-30 P. M. | Do. do. .. | 10 Up Right time. | 2 Up 4 mts. late. |
| 22-4-20 | .. 11-0 ,, | 1-30 ,, | Could not be issued at 12-30 as the Guzerat Mail which was received late was issued at 12-30. | 10 Up 59 mts. late. | 2 Up Right time (Guzerat Mail is a B. B. & C. I. train). |
| 23-4-20 | .. 10-30 ,, | 12-30 ,, | Could not be issued at 11-30 as the Calcutta mail *via* Nagpur which was received late was issued at 11-30. | 10 Up Right time. | 2 Up 4 mts. late. |

| Date. | Hours of receipt. | Hours of delivery. | Remarks. | Particulars of arrival. | |
|---|---|---|---|---|---|
| | | | | (Madras Mail) due at 8-40 A.M. | (Nagpur Mail) due 8 A.M. |
| 24-4 20 .. | 9-30 A.M. | 11-30 A.M. | ..... | 10 Up 4 mts. late. | 2 Up 11 mts. late. |
| 25-4-20 .. | 9-35 ,, | 10-30 ,, | Sunday .. .. .. | 10 Up Right time. | 2 Up 56 mts. late. |
| 26-4-20 .. | 10-30 ,, | 11-30 ,, | ..... | 10 Up Right time. | 2 Up Right time. |
| 27-4-20 .. | 10-30 ,, | 12-30 P.M. | Do. .. .. .. | 10 Up 30 mts. late. | 2 Up 30 mts. late. |
| 28-4-20 .. | 9-50 ,, | 11-30 A.M. | ..... | 10 Up Right time. | 2 Up 10 mts. late. |
| 29-4 20 .. | 9-40 ,, | 11-30 ,, | ..... | 10 Up 21 mts. late. | 2 Up 2-40″ late. |
| 30-4-20 .. | 10-0 ,, | 11-30 ,, | ..... | 10 Up Right time. | 2 Up 5 mts. late. |
| 1-5-20 .. | 9-30 ,, | 11-30 ,, | ..... | 10 Up Right time. | 2 Up Right time. |
| 2-5-20 .. | 9-0 ,, | 10-30 ,, | Do. .. .. .. | 10 Up 5 mts. late. | 2 Up Right time. |
| 3-5-20 .. | 9-40 ,, | 11-30 ,, | ..... | 10 Up Right time. | 2 Up Right time. |
| 4-5-20 .. | 11-10 ,, | 12-30 ,, | ..... | 10 Up Right time. | 2 Up Right time. |
| 5-5 20 .. | 9-30 ,, | 11-30 ,, | ..... | 10 Up Right time. | 2 Up Right time. |
| 6-5-20 .. | 9-35 ,, | 11-30 ,, | ..... | 10 Up Right time. | 2 Up Right time. |
| 7-5-20 .. | 10-25 ,, | 12-30 P. M. | Could not be issued at 11-30 as the Calcutta Mail *via* Nagpur which was received late, was issued at 11-30. | 10 Up 59 mts. late. | 2 Up Right time. |
| 8-5-20 .. | 10-30 ,, | 12-30 ,, | Do. do. | 10 Up Right time. | 2 Up 10 mts. late. |
| 9-5-20 .. | 9-0 ,, | 10-30 A.M. | Sunday .. .. .. | 10 Up Right time. | 2 Up Right time. |
| 10-5-20 .. | 10-0 ,, | 12-30 P.M. | Do. .. .. .. | 10 Up Right time. | 2 Up 35 mts. late. |
| 11-5-20 .. | 9-35 ,, | 11-30 A.M. | ..... | 10 Up Right time. | 2 Up 19 mts. late. |
| 12-5-20 .. | 9-30 ,, | 11-30 ,, | ..... | 10 Up 21 mts. late. | 2 Up Right time. |
| 13-5-20 .. | 10-45 ,, | 12-30 P.M. | Do. .. .. .. | 10 Up 58 mts. late. | 2 Up 1-8″ late. |
| 14-5-20 .. | 10-00 ,, | 12-30 ,, | Do. .. .. .. | 10 Up 30 mts. late. | 2 Up 50 mats. late. |
| 15-5-20 .. | 10-10 ,, | 12-30 ,, | Do. .. .. .. | 10 Up 1-25″ late. | 2 Up Right time. |

No. 1443-150 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 31st July 1920.

The POSTMASTER-GENERAL,
BOMBAY CIRCLE.

Sir,—With reference to the correspondence ending with my letter, No. 1039-150, dated the 10th June 1920, upon the subject of the delay in the delivery of the Madras Mail, I have the honour to state that I have received from the Agent, G. I. P. Railway, a copy of a letter No. 45-T. T. and its accompaniment, which he has addressed to you in the same connection.

2. As I observe from the detailed statement, which accompanied the Agent's letter, that the running of both the Up Madras Mail train and the Calcutta Mail *via* Nagpur has been uniformly good during the period under review, namely, from the 15th April to the 15th May, I am unable to reconcile the statements made in the accompaniment to your letter No. 79125-20, dated the 2nd June, with the information now furnished by the Agent of the Railway concerned.

3. I shall, therefore, be grateful if you will be so good as to favour me, for the information of my Committee, with an explanation of the apparent discrepancies in the two schedules above referred to having regard to the statement made in paragraph 3 of your letter to the effect that the hour of receipt of the mails is very soon after the arrival of the train.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 79125-20.

BOMBAY, the 31st August 1920.

The AGENT,
G. I. P. RAILWAY,
V. T., Bombay.

Sir,—With reference to your letter No. 45-T.T.-20, dated the 27th July 1920, I have the honour to say that I have found that the statements regarding the arrival of the Madras Mail which were furnished by the Bombay General Post Office are unreliable. I greatly regret that I relied on them in the first instance.

2. I am sending a copy of this letter to the Bombay Chamber of Commerce.—I have, etc.,

H. A. SAMS,
Postmaster General.

No. 79125-20.

Copy forwarded to the Secretary, Bombay Chamber of Commerce, with reference to his letter No. 1443-150, dated the 31st July 1920.

H. A. SAMS,
Postmaster-General.

Bombay,
The 31st August 1920.

# APPENDIX Q-8.

## POST AND TELEGRAPH STRIKE IN BOMBAY.

BOY SCOUTS' AND GIRL GUIDES' ASSOCIATIONS.

*List of Subscribers at Rs. 50 each.*

Messrs. Turner Morrison & Co., Ltd.
The Hongkong & Shanghai Banking Corporation.
Messrs. Latham Abercrombie & Co.
Messrs. Ralli Brothers.
Messrs. E. Spinner & Co.
The Mercantile Bank of India, Ltd.
Messrs. J. A. Begbie & Co.
Messrs. Brunner Mond & Co., Ltd.
Messrs. Lyon Lord & Co., Ltd.
The Dunlop Rubber Company, Ltd.
Messrs. Wallace & Co.
The Bombay Company, Ltd.
Messrs. W. & A. Graham & Co.
The Marittima Italiana S. N. Company.
Messrs. W. H. Brady & Co., Ltd.
Messrs. Ewart Latham & Co.
The Imperial Bank of Persia.

The Alliance Bank of Simla, Ltd.
The National Bank of India, Ltd.
Messrs. Louis Dreyfus & Co.
Messrs. Parke Davis & Co.
Messrs. Millars' Timber & Trading Co., Ltd.
Messrs. P. Chrystal & Co.
Messrs. H. L. Rochat & Co.
Messrs. Callender's Cable & Construction Co., Ltd.
Messrs. Gosho Kabushiki Kaisha, Ltd.
Messrs. Gannon Dunkerley & Co.
Messrs. Duncan Stratton & Co.
Messrs. Sanday & Co.
Messrs. John Taylor & Sons (Manchester), Ltd.
Messrs. W. T. Henley's Telegraph Works Co., Ltd.
Messrs. Greaves Cotton & Co.
Messrs. Reuter's, Ltd.
Messrs. Forbes, Forbes, Campbell & Co., Ltd.
The Bombay Dyeing & Manufacturing Co, Ltd.
The Yokohama Specie Bank, Ltd.
The Eagle Star & British Dominions Insurance Co., Ltd.
Messrs. Macbeth Brothers & Co., Ltd.
Messrs. Volkart Brothers.
Messrs. David Sassoon & Co., Ltd.
The Porcupine Foundry Co., Ltd.
Messrs. Weld & Co.
Messrs. J. Duxbury & Co., Ltd.
The Holland Bombay Trading Co., Ltd.
Messrs. Heatly & Gresham, Ltd.
Messrs. Steiners, Ltd.
Messrs. James Finlay & Co., Ltd.
Messrs. H. S. Smith & Co.
Messrs. Kahn & Kahn.
Messrs. A. Durst.
The General Accident Fire & Life Assurance Corporation, Ltd.
The Campagnie Generale D'Extreme-Orient.
Messrs. Fleming Shaw & Co.
Messrs. Mackinnon Mackenzie & Co.
Messrs. L. & I. Rapaport.
Messrs. Mitsui Bussan Kaisha, Ltd.

Messrs. Steel Brothers & Co., Ltd.
The Japan Cotton Trading Co., Ltd.
The Asiatic Pertoleum Co. (India), Ltd.
Messrs. John Dickinson & Co., Ltd.
Messrs. E. D. Sassoon & Co.
Messrs. Sassoon J. David & Co.
Messrs. Killick Nixon & Co.
The B. B. & C. I. Railway Co.
Messrs. Langley & Co.
Messrs Wilkinson Heywood & Clark, Ltd.
Messrs. Thos. Cook & Son.
Messrs. Framjee Sons & Co.
Messrs. James Mackintosh & Co.
Messrs. Chugondas & Co.
Messrs. E & W. Andrew, Ltd. (Manchester), Bombay Agency.
Messrs. Mooljee Jaitha & Co.
Messrs. Ruttonsee, Ernst & Co.
Messrs. C. Macdonald & Co.
Messrs. Croft, Mody & Co.
The Vacuum Oil Company.
The Tata Hydro-Electric Power Supply Co., Ltd.
Messrs. Cox & Co.
The Nippon Yusen Kaisha.
The Chartered Bank of India, Australia & China.
Messrs. Gill & Co.
The New India Assurance Company, Ltd.
Messrs. Bell Russ & Co.
Messrs. Childs & Joseph.
Messrs. Shaw Wallace & Co.
Messrs. Hoare Miller & Co., Ltd.
Messrs. William Gossage & Sons, Ltd.
Messrs. Little & Co.
Messrs. Strauss & Co., Ltd.
The South British Insurance Co., Ltd.
Messrs. Allen Bros. & Co. (India), Ltd.
Messrs. Tata Sons, Ltd.
Messrs. D. M. Petit Sons & Co.
The Comptoir National D'Escompte de Paris, Bombay.
The Standard Oil Co., of New York.

Messrs. Marshall Sons & Co. (India), Ltd.
Messrs. Bennett, Coleman & Co., Ltd.
The New Zealand Insurance Company, Ltd.
The Imperial Tobacco Company of India, Ltd.
Messrs. Lipton, Ltd.
Messrs. Phipson & Co., Ltd.
Messrs. Bird & Co.
Messrs. Crawford Bayley & Co.
Messrs. Croft & Forbes.
Messrs. B. G. Gorio & Co.
Messrs. C. Boggiano & Co.
Messrs. Craigie, Blunt & Caroe.
The Bombay Gas Company, Ltd.
Messrs. A. F. Ferguson & Co.

# APPENDIX R.

## CIVIL AVIATION.

No. 250-A-C.

THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 12th February 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Civil Aviation.*

Dear Sir,—I am directed by the Hon'ble Mr. W. E. Crum, O.B.E., to send you herewith, for your information the attached copy of a letter to the Government of India, Department of Commerce and Industry.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

No. 221-A. C.

THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 19th February 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY.

Sir,—I am directed to inform you that the following resolution on the subject of commercial aviation in this country was adopted at the Conference of Indian and Ceylon Chambers on the 9th January 1920.

"That in the opinion of this Conference Government should be urged to give every facility for the establishment, by private enterprise, of commercial air services in India and between India and other countries."

2. In submitting this resolution I am to express a hope that the recommendation made in it will receive the favourable consideration of the Government.—I have, etc.,

H. M. HAYWOOD,
Secretary.

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No. G.-2-188.

16, CHOWRINGHEE,
CALCUTTA, INDIA, 14th April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Civil Aviation.*

Sir,—I have the honour to bring the following facts to your notice and to request that you will be kind enough to lay them before your Committee in order that they may be discussed, after which should the Committee feel disposed to interest themselves in the matter, I beg to suggest that a representation may be made to the Government of India on the subject.

The application of the aeroplane to commercial purposes is already proving itself to be of great value in many parts of the world. Generally speaking where this result is being achieved, great assistance or at least practical encouragement is being given by the Government of the country concerned.

India naturally lends itself to the development of civil aviation on account of its size, its climate, the distances of the main towns from each other and the inadequate transport and postal facilities with which it is supplied. Moreover owing to its geographical position it must play an important part in the future development of the trunk air routes of the world.

As soon as the aeroplane has proved itself to be a reliable quick method of transport, and receives the full support of the civil and business community generally, it will be possible to reduce freight and passenger charges to a rate which will compare very favourably with other forms of transport, due regard being paid to the extra advantages of speed obtained.

Before these results can be achieved, however, a considerable amount of pioneer experimental and demonstration work must be carried out, which the Government of India should assist to the limits of its available resources, by the provision of the necessary ground organisation in the form of properly prepared landing grounds and by reducing the cost to civil enterprise of organising experimental and demonstration services which will form the nucleus of larger services to follow.

I would suggest therefore that the Government should be induced to show their sympathy with pioneer civil enterprise and give encouragement thereto by the following means:—

(1) Provide landing grounds with the least possible delay at main centres on the internal aerial trunk routes of India and Burmah.

(2) That customs duty which is now charged on aeroplanes shipped to the country at the rate of 7½ per cent. should be reduced to at least 2½ per cent or be removed altogether.

This charge of 7½ per cent. means an approximate increase in the capital expenditure on any expedition coming to this country of 6 per cent. since the greatest part of the capital cost of an aerial expedition is involved in the provision of the material employed.

There is at present no schedule in the list of articles liable to customs duty referring to an aeroplane, in absence of which it is classified as a motor car. This is obviously an injustice when

consideration is given to the high cost of an aeroplane in relation to its life, as compared with the cheap cost of a motor car relative to its life. No customs duty is at present charged on an aeroplane flying into this country, though I am informed by the Secretary to the Air Board that this question is under consideration.

This is an obvious anomaly, since an aeroplane flying to this country is in a position equal to that of one shipped, to carry out demonstration, propaganda and money earning flights, as has recently been demonstrated.

I beg to inform you that I have addressed a copy of this letter to the Secretaries of the Chambers of Commerce of Bengal, Burmah, Karachi, and Madras.—I have, etc.,

For and on behalf of

HANDLEY PAGE INDO-BURMESE TRANSPORT, LTD.

J. A. EDWARDS,

Director.

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No. 630-120 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 29th April 1920.

The HANDLEY PAGE INDO-BURMESE TRANSPORT, LTD.,

Calcutta.

Dear Sirs,—I am directed to acknowledge receipt of your letter No. G/2-188, dated 14th instant, regarding Civil Aviation and to state in reply that my Committee have already sent in to Government their views on this subject and they understand the question is now under consideration.

2. As regards your suggestion that aeroplanes should be allowed into this country free of import duty, I am to state my Committee have addressed the Government of India supporting your suggestion.—I am, etc.,

R. E. GREGOR-PEARSE,

Secretary.

No. 629-20 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 29th April 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
COMMERCE DEPARTMENT,
Simla.

Sir,—I am directed to refer to the correspondence ending with my letter No. 1266/177, dated the 13th November 1919, regarding civil aviation in India and to request information as to the steps Government have taken or contemplate taking to assist the development of this industry in this country. I am also to enquire what conclusions have been arrived at as a result of the recent trial of the Aerial Postal Service between Bombay and Karachi.

2. With further reference to this subject, I am to state my Committee have received a letter from the Handley Page Indo-Burmese Transport, Limited, in which it is submitted, *inter alia*, that the Customs duty, which is at present 7½ per cent., should be reduced to 2½ per cent. or be removed altogether. There is no schedule in the list of articles liable to Customs duty referring to aeroplanes and they are, therefore, classified under the heading of motor cars.

3. My Committee are of opinion that the development of Air Transport should be encouraged in every possible direction and they, therefore, venture to submit that aeroplanes might be allowed into this country free of any import duty, at any rate for the present. I am to express a hope that this matter will receive the sympathetic consideration of the Government of India.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

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G-2/380.

16, CHOWRINGHEE,
CALCUTTA, INDIA, 4th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I beg to acknowledge receipt of your letter (No. 630-120) of 29th April.

With regard to paragraph 2 thereof, I should be extremely grateful to you if you would convey my most sincere thanks to the Members of the Committee of your Chamber when the opportunity arises for having so kindly supported us with regard to the question of import duty on aeroplanes.—I am., etc.,

For and on behalf of

HANDLEY PAGE INDO-BURMESE TRANSPORT, LTD.

J. A. EDWARDS,

Director.

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No. 2790.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE.

SIMLA, 4th June 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Sir,—I am directed to reply to your letter No. 629-120, dated the 29th April 1920, in which the Bombay Chamber of Commerce ask for information—

(1) as to what steps have been taken or are in contemplation by the Government of India to assist the development of Civil Aviation in India; and

(2) as to the conclusions arrived at as the result of the recent trial of an Aerial Postal Service between Bombay and Karachi.

The Chamber also suggest that as a convenient method of encouraging the development of Civil Aviation aeroplanes should be admitted into this country for the present free of any import duty.

2. This suggestion will be considered separately. In this letter I am to deal merely with your request for information on the two points referred to in the preceding paragraph.

3. As regards the steps which have been taken by the Government of India in regard to the development of Civil Aviation in India, I am to say that for the present the Air Board proposes to concentrate its attention on the preparation of a trunk flying route over India

from Karachi, *via* Delhi and Calcutta to Rangoon. The preparation of an aerodrome at Dum Dum has been taken in hand and the proposals of the Government of Burma for an aerodrome at Rangoon have just been received. Surveys have also been made of the routes between (1) Delhi and Calcutta and (2) Calcutta and Rangoon. These surveys are under examination by the Air Board, and a report of the survey of the Karachi-Delhi section of the route is expected.

4. The general question of the policy to be adopted by Government in regard to Civil Aviation in India is under consideration. The Chamber of Commerce is no doubt aware that the whole question of the assistance to be given towards Civil Aviation by Government in the United Kindgom has recently been debated in the House of Commons, and that as the result of that debate a strong Committee was appointed to advise the Home Government. The Government of India have cabled to the Secretary of State asking that they may be supplied with a copy of that report as soon as it is available. They are also in correspondence with the Secretary of State regarding an Aerial Mail Service between Karachi and Cairo. This is all the information which the Government of India are in a position to give at present, but they will probably consult commercial opinion in India on the whole question of Civil Aviation in India shortly.

5. There remains the question of the Aerial Mail Service between Karachi and Bombay. The data are at present being examined from the technical point of view, by the Royal Air force, and the Government of India are not aware whether any conclusions of value have been reached. But the amount of postal matter carried by the Service was so small that the Government of India do not think it likely that the experiment will have yielded any data of much value either in regard to the general question whether an Aerial Postal Service is likely to be a commercial success or in regard to the question what charges should be made for postal matter carried by Aerial mails. It is probable, however, that the report of the Advisory Committee referred to above will deal with both these questions in the light of the experience gained by the Aerial Mail between London and Paris.—I have, etc.,

C. G. HAMILTON,
Assistant Secretary to the Government of India

No. 1049-120 of 1920.

THE CHAMBER OF COMMERCE,
BOMBAY, 14th June 1920.

The ASSISTANT SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE,
Simla.

Sir,—I am directed to acknowledge receipt of your letter No. 2790 of the 4th June 1920 on the subject of Civil Aviation in India and to convey to you the thanks of my Committee for the same.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 3446.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE,
SIMLA, 25th June 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—With reference to paragraphs 2 and 3 of your letter No. 629-120, dated the 29th April 1920, I am directed to say that, in order to assist the development of Civil Aviation in India, the Government of India have decided to reduce the import duty on aeroplanes, aeroplane parts and aeroplane engine and engine parts from 7½ per cent. to 2½ per cent. *ad valorem*. This concession will have retrospective effect so as to include imports on which excess duty has already been paid.

2. I am further to say that in order not to hamper or discourage long distance flying, which is at present in an experimental stage, the Government of India have authorised the maritime local Governments to exempt aircraft arriving in India by air from the payment of duty, when they are satisfied that the aircraft are to be used merely for the purpose of a flight across India and are not intended to be detained

in the country. Before this exemption is granted the person in charge of the aircraft will be required to make a written declaration or to execute a bond that the conditions laid down above will be fulfilled.—I have, etc.,

E. C. ANSORGE,
Under Secretary to the Government of India.

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No. 1268-120 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 2nd July 1920.

The UNDER SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE,
Simla.

Sir,—I am directed to acknowledge receipt of your letter No. 3446, dated the 25th June 1920, and in reply to state that my Committee are glad to note that the Government of India have decided to assist the development of Civil Aviation in India in the manner specified in your letter under reply.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 3444.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE,
SIMLA, 26th June 1920.

NOTIFICATION.

CUSTOMS DUTIES.

In exercise of the powers conferred by section 23 of the Sea Customs Act, 1878 (VIII of 1878), the Governor-General in Council is pleased to exempt aeroplanes, aeroplane parts and aeroplane engine and engine parts from so much of the import duty leviable thereon under item 92 of Schedule II, Part IV, of the Indian *Tariff Act*, 1894 (VIII of 1894), as subsequently amended, as is in excess of a duty of $2\frac{1}{2}$ per cent. *ad valorem*.

C. A. INNES,
Secretary to the Government of India.

# APPENDIX S-1.

## LIQUID FUEL IN SHIPS' BUNKERS.

No. P.-1683.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BALLARD ROAD, FORT,
BOMBAY, 6th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Rules regarding admission into the Bombay Port Trust Docks of vessels bunkered with liquid fuel.*

Sir,—With reference to the correspondence ending with your letter No. 1721/122 L., dated 18th December 1916, I am directed to enclose for your information the minutes of a discussion which took place in this office on the 8th March 1920, regarding the removal of the restriction imposed by Docks By-law No. 99 (Note ix)—copy of which is attached—which lays down that all vessels carrying liquid fuel for their own consumption must, before entering Dock, produce a certificate to the effect that the oil has a flash-point at or above 150°F.

You are probably aware that on several occasions during the last few years this restriction has resulted in ships being delayed entering Dock owing to ignorance of the above rule, which does not exist at other large Ports, and representations have been made to the Trustees that the trade of Bombay should not be hampered by restrictions which do not exist elsewhere.

The question has been the subject of lengthy correspondence with the Bombay Fire Insurance Association, who have hitherto adopted the view that removal of the restriction would probably involve an enhancement of the insurance rates on goods in the Docks. As a result of the above mentioned discussion, however, they have now expressed their willingness to agree to the restriction being cancelled on condition that Shipping Companies transacting business with Bombay and owning ships bunkered with liquid fuel shall furnish the Port Trust with a general guarantee that the flash-point of oil used

for bunkering their ships shall in all cases be at or above 150° F., under the terms of their bunkering contracts with the Oil Companies.

You will observe from the enclosed minutes that the Oil Companies are not likely to raise any objection to a clause being inserted in their contracts specifying the minimum flash-point of the oil to be supplied by them.

This proposal appears to present the most feasible solution of the difficulty which has arisen and as it is very desirable in view of the rapid increase in the number of oil-burning ships that the existing restriction on their admission should be removed without further delay, I am to request that you will place these proposals before your Committee for approval.—I have, etc.,

W. R. S. SHARPE,
Secretary.

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*Note of the discussion which took place in the Chairman's Office on 8th March 1920 regarding the admission into Dock of oil-burning vessels without production of a flash-point certificate.*

PRESENT:

G. W. Hatch, Esq., I.C.S., Chairman.

Mr. H. T. Gorrie, representing the Bombay Fire Insurance Association.

Mr. H. G. Weber, representing the Asiatic Petroleum Co. (India), Ld.

Representatives of Messrs. Mackinnon Mackenzie & Co.

Messrs. W. & A. Graham & Co.

The Port Officer and Docks Manager also attended.

Submitted precis of the previous correspondence on the above subject.

The Chairman explained that the meeting had been called to arrive, if possible, at a satisfactory solution of the difficulty which had arisen owing to the attitude of the Fire Insurance Association in respect to the proposal to remove the restriction imposed by Docks By-law No. 99 (Note ix) which lays down that—

All vessels carrying liquid fuel for their own consumption must, before entering the Dock, produce a certificate to the effect that the oil has a flash-point at or above 150° F.

The Chairman referred to the instances which had arisen of ships being delayed from entering the Docks, owing to their having omitted to provide themselves with the necessary flash-point certificate from the bunkering Port. The number of oil burning ships was largely on the increase and from enquiries made it appeared that Bombay was the only large port where a flash-point certificate is insisted on. The Chairman stated it was most desirable that the trade of Bombay should not be hampered by restrictions which did not exist in other ports.

Mr. Gorrie on behalf of the Insurance Association explained that the insurance rates on merchandise stored in the Docks (especially on piece-goods in the Duty Paid Warehouses) were exceptionally low, and it was for this reason that the Association were opposed to the removal of the restriction, as this would raise the question of enhancing the existing insurance rates, which would be a serious matter for the trade.

The Chairman pointed out that it is the intention of the Port Trust to utilise 'A', 'B' & 'C' Warehouses, Alexandra Dock, for storage of piece-goods as soon as these warehouses were vacated by the military. This would provide ample accommodation for all piece-goods stocks, and as the Alexandra Dock warehouses are situated at a minimum distance of 500 feet from the nearest dock basin there would be little or no risk of their being affected by any fire which might occur in the Docks. Mr. Gorrie said the Association was not aware of this proposal which, he admitted, would considerably lessen the insurance risk with reference to the question at issue.

In reply to the Chairman's enquiry Mr. Weber stated that the flash-point of oil used for bunkering ships is generally over 200° F. very rarely under 170° F. and never, to his knowledge, below 150° F.

The representative of Messrs. Mackinnon Mackenzie & Co. pointed out that the production of a flash-point certificate from the last bunkering port had little practical value as a safeguard as a ship might have a quantity of oil left in her bunkers which had been taken in at some previous port of call, and which might have a lower flash-point. This possibility was admitted by Mr. Gorrie.

The Chairman finally suggested that instead of requiring each ship to produce a flash-point certificate it would meet the requirements of

the Fire Insurance Association if the Shipping Companies agreed to furnish the Port Trust with a guarantee that the flash-point of oil used for bunkering their ships shall in all cases be above 150° F. under the terms of their bunkering contracts with the Oil Companies.

Mr. Weber saw no objection to a clause specifying the minimum flash-point being inserted in bunkering contracts, and Mr. Gorrie agreed that this proposal would meet the requirements of the Fire Insurance Association.

It was decided officially to address the Fire Insurance Association and the Shipping Companies in the terms of the Chairman's proposal and subject to their agreement, to take steps to amend the Docks By-law accordingly.

*Dock By-Law No.* 99.

99. Nitro-glycerine, petroleum, naphtha, dynamite, gun-powder and other explosive or inflammable substances (see appendix C.) of like nature will not be admitted into Dock, or alongside the Harbour wall of the Dock, and any vessel having such explosives on board shall discharge them before entry into Dock, or before coming alongside the Harbour wall of the Dock.

Explosives and Hazardous Goods.

*Note.*—This By-law shall not apply to —

(ix) Petroleum in bulk for discharge as liquid fuel, or *bona fide* carried as liquid fuel for the use of a vessel, provided the master or agent of the vessel, prior to the vessel entering into Dock, produces a certificate in the form subjoined to the effect that the petroleum so carried has its flashing-point at or above 150° Fahrenheit thermometer unless the vessel also carries, or at the time of her last arrival at Bombay carried, or since that time has carried, other petroleum in bulk without having been properly cleansed and rendered entirely clear of petroleum and vapour of petroleum in accordance with the requirements of the Bombay Port Rules in which case the above By-law shall apply.

*Form of Certificate.*

1. Quantity of liquid fuel in vessel.
2. Description of oil.
3. Specific gravity of oil.

4. Number of samples taken.
5. Flash point by Abel's test.
6. Signature of officer making above test.
7. Visé of Government Officer or Consul, or signature of the Company's Chief Resident Chemist and the counter-signature of the General Manager of the Local Refinery or Works.

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No. 943-147 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 21st May 1920.

The SECRETARY, BOMBAY PORT TRUST,

Ballard Road, Fort.

Sir,—I am directed to acknowledge receipt of your letter No. P.-1683, dated the 6th May 1920, and its accompaniment, in regard to the admission into the Bombay Port Trust Docks of vessels bunkered with liquid fuel.

2. In reply I am to state that my Committee are of the opinion that the proposal made by your Board in this connection is fair and reasonable and they, therefore, recommend that the Dock By-law should be amended accordingly upon the lines laid down in your letter under reply.—I have, etc.,

R. E. GREGOR-PEARSE,

Secretary.

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Sec. 35 F.

BOMBAY PORT TRUST,

SECRETARY'S OFFICE,

BALLARD ROAD, FORT,

BOMBAY, 31st March 1921.

*Circular No.* 3.

The following alteration to Bye-law No. 99 (Note ix) of the By-laws for the regulation and management of the Docks, made under the

provisions of Section 73 of the Bombay Port Trust Act, 1879, has been published in the *Bombay Government Gazette*, Part II, on 22nd and 29th July and 5th August 1920, and has received the approval of Government, as required by Section 74 of the said Act :—

*Cancel* existing Dock By-law No. 99 (Note ix) regarding the restrictions against the admission of explosives or hazardous goods into Dock, and *substitute* therefor the following :—

*Note.*—This By-law shall not apply to—

(ix) Petroleum in bulk for discharge as liquid fuel, or *bona fide* carried as liquid fuel for the use of a vessel, provided the owners or agents of the said vessel shall previously have furnished the Trustees with a general guarantee signed by them that the flash-point of all liquid fuel used for bunkering ships belonging to them is in all cases at or above 150° Fahrenheit under the terms of their bunkering contracts with the oil suppliers, or, failing such general guarantee, provided that the master or agent for the vessel, prior to the vessel entering into Dock, produces a certificate in the form subjoined, to the effect that the petroleum so carried has its flashing-point at or above 150° Fahrenheit, unless the vessel also carries, or at the time of her last arrival at Bombay carried, or since that time has carried other petroleum in bulk without having been properly cleansed and rendered entirely clear of petroleum and vapour of petroleum in accordance with the requirements of the Bombay Port Rules in which case the above By-law shall apply.

*Form of Certificate.*

1. Quantity of liquid fuel in vessel.
2. Description of oil.
3. Specific gravity of oil.
4. Number of samples taken.
5. Flash-point by Abel's test.
6. Signature of officer making above test.

7. Visé of Government Officer or Consul or signature of the Company's Chief Resident Chemist and the counter signature of the General Manager of the Local Refinery or Works.

By Order,

W. R. S. SHARPE,
Secretary.

Government Notification,
Marine Department, No. 72,
of 10th January 1921.
Trustees' Resolution No. 539,
dated 15th June 1920.

# APPENDIX S-2.

## PASSENGER ACCOMMODATION ON LINERS.

No. 6791-102 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 6th May 1920.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

Dear Sir,—I am desired by my Committee to ascertain the views of your Committee as regards the anticipated influx of visitors to India next cold weather which, if it materialises, and unless sufficient precautions are taken in advance by the Ministry of Shipping to provide an adequate number of extra ships to deal with the situation, is likely to complicate the provision of passages for Europeans in this country desiring to proceed home during the months from February to May 1921.

2. It has been ascertained from the principal Agents of Passenger Liners here, that, although the Companies they represent anticipate having at their command an additional number of their vessels released from Government and reconditioned before next homeward passenger season, they will still be considerably short of the total passenger accommodation, which was at their disposal before the war, unless Government provides the assistance of extra steamers.

3. In addition to providing such extra steamers, it has been pointed out to my Committee that it will be necessary for the Ministry of Shipping to fix some months ahead, certainly not later than the early part

of December next, an unalterable programme of their sailing dates and to state definitely that they will be free from any requisition for the carriage of military officers or troops, beyond, as regards the latter, such a number as can be conveyed in decks usually devoted to cargo in which case also a small percentage of Officers for disciplinary purposes would be allotted berths in passenger accommodation.

4. My Committee have heard it suggested that visitors to India next cold weather should be prohibited, or at any rate much restricted but they consider that, rather than that such a procedure should be demanded immediately, the Ministry of Shipping should first be approached and asked to make a definite announcement as to whether they are prepared to augment the regular Liners programme with a sufficient number of passenger ships during the months of February to May next year and in the manner previously indicated in this letter.

5. My Committee consider that it would be prejudicial to the interests generally of this Country, and possibly to its trade, to place an embargo on visitors, except as a last resource.—I am, etc.,

C. B. SAYER,
Assistant Secretary.

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1554-1920.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 19th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Homeward and Outward Passenger Traffic.*

Dear Sir,—I am directed to acknowledge the receipt of your letter, No. 679-102, dated 6th May 1920, with reference to the anticipated influx of visitors to India next cold weather.

2. In reply I am to say that the Committee of this Chamber has discussed this question prior to the receipt of your letter, and had decided to address the Government of India regarding it. Their views are embodied in their letter to Government, a copy of which I attach hereto for the information of your Chamber.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

No. 1552-1920.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE,
CALCUTTA, 19th May 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE.

Sir,—I am directed to acknowledge the receipt of your letter No. 1373, dated 22nd April 1920, with reference to the question of passages as between India and the United Kingdom.

2. The Committee of the Chamber are indebted to the Government of India for communicating to them the message, dated 5th April, from the London Chamber of Commerce, in respect of the ex-German liners. They note, however, that the figures given in this telegram are incorrect; and that the total number of berths provided for the general public on these steamers is 2,445.

3. So far as the present homeward passenger season is concerned it is now, the Committee feel, too late for further action to have any useful result. They anticipate, however, that severe congestion will be experienced in the autumn in respect of outward passages and next spring in respect of homeward passages. In view of this probability they have instructed me to place the following considerations before the Government of India. In the years immediately preceding the outbreak of war the number of cold weather visitors to India was, as the Government are of course aware, becoming annually greater. The war put an end for the time being to this particular class of passenger traffic. But the experience of last cold weather suggests that it is being revived, and that it may, and possibly will, largely develop. The approaching visit of His Royal Highness the Prince of Wales may also be expected to encourage it, inasmuch as His Royal Highness's presence in this country will almost certainly induce a number of pleasure-seekers to pass next winter here.

4. The Committee of the Chamber would like it to be clearly understood that they do not take the least exception to the cold weather visitor. On the contrary they would be disposed to think that, in normal times, his presence in India in large numbers would be advantageous, inasmuch as, among other things, it would tend to make the conditions of life in this country better known and appreciated in the United Kingdom, and elsewhere. But they fear that the unrestricted admission of visitors at the present time when so few

commodious passenger steamers are available, may re-act seriously on the interests of those who ordinarily reside in India. It is unlikely that the steamer accommodation next cold weather will be sufficient for the regular Anglo-Indian passenger trade. And, if this be so, it follows that the influx of a considerable number of pleasure-seekers must mean delay, inconvenience, trouble and loss to those residents—both official and non-official—who are compelled to travel to and from periodically for reasons of business and of health.

5. In view of these considerations I am to suggest to the Government of India that the Right Honourable the Secretary of State should be asked if it would not be possible, during the approaching outward passenger season, to place some restriction on the entry of cold weather visitors. It is presumably the intention of the Government still to require all passengers to India to be provided with passports; and discrimination in the issue of these documents would seem to be a practicable way of controlling the traffic. I am to make it clear that the Chamber would be strongly opposed to any restriction on the issue of passports to those who ordinarily reside in this country or have *bona fide* business interests here which require their attention. But it is unreasonable that those who contemplate visiting India merely for purposes of pleasure should be allowed, as may be the case in the absence of restriction to hamper the movements of the ordinary residents of the country. The exercise, in this country, of a corresponding measure of control over passports would also be required in respect of homeward passengers in the spring of next year. Such restriction would necessitate a close scrutiny of all applications for passports and the refusal of applications from persons who might be unable to show that their journey was to be for purposes other than those of pleasure.

6. The Committee quite realise that it would not be easy to enforce these proposals; and, on general grounds, they are opposed to the exercise of any official control over passenger traffic. But in the exceptional circumstances which now prevail, and which will continue for some time longer, it is imperative that protection be afforded to the regular passenger as against the mere pleasure-seeker. They accordingly venture to commend their proposal to the careful consideration of the Government of India.—I have, etc.,

H. M. HAYWOOD,
Secretary.

No. 996-102 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 1st June 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE,
Simla.

Sir,—I am directed to address you in regard to a question which has recently received the careful consideration of my Committee, namely, the anticipated influx of visitors to India during the next cold weather and the nature of the provision which might reasonably be made to meet the situation so caused.

2. In this connection, I am to state that my Committee are of the opinion that, if the number of visitors to India during the period in question is as large as at present anticipated, and unless sufficient precautions are taken in advance by the Ministry of Shipping to provide an adequate number of extra ships, the provision of passages for Europeans in this country, who desire to proceed home during the months from February to May 1921, is likely to be a matter of considerable difficulty.

3. My Committee are advised by the principal Agents of passenger liners in Bombay that, although the Companies they represent anticipate that they will have at their command an additional number of their vessels released from Government service and reconditioned before the next homeward passenger season, they will still be considerably short of the total passenger accommodation at their disposal prior to the war, unless Government provides the assistance of extra steamers.

4. In addition, however, to the provision of such extra steamers, my Committee consider that it will be necessary for the Ministry of Shipping to fix several months ahead, and certainly not later than the early part of December next, an unalterable programme of the sailing dates of the steamers in question. As a condition precedent to the announcement of such a programme, it should be stated definitely, at the same time, that these steamers will be free from any requisition for the carriage of military officers or troops, beyond, as regards the

latter, such numbers as can be conveyed on decks usually devoted to cargo, in which case the small percentage of officers accompanying the troops for disciplinary purposes would be allotted berths in passenger accommodation.

5. It has been suggested to my Committee that visitors to India during the period in question should be prohibited, or at any rate be subject to severe restrictions, but rather than recommend the adoption of such a procedure at this stage, my Committee consider that the Ministry of Shipping might be approached and asked to make a definite announcement as to whether they are prepared to augment the regular Liners programme with an adequate number of passenger ships during the months of February to May 1921, and in the manner previously indicated in this letter.

6. In conclusion, I am to state that my Committee consider that the imposition of an embargo upon visitors to this country, except as a last resource, would be prejudicial to the interests of the country generally and possibly to its trade.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. P. C.-1378.

POLITICAL DEPARTMENT,
SECRETARIAT,
BOMBAY CASTLE, 12th June 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to enclose a copy of a letter from the Government of India in the Department of Commerce, No.2798, dated the 4th June 1920, on the subject of the proposal to introduce control over passages during the approaching Spring and to request that you will kindly place the letter before the Chamber and furnish Government with their opinion on the suggestions made by the Government of India. I am to request that your reply may be sent by the 25th June at the latest.— I have, etc.,

W. L. CONWAY,
*for* Acting Secretary to Government.

No. 2798.

GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE,
SIMLA, the 4th June 1920.

The CHIEF SECRETARY TO THE GOVERNMENT OF BOMBAY.

Sir,—I am directed to address you on the subject of homeward passenger traffic in the spring of 1921.

2. It was decided this year, on the advice of the Associated Chambers of Commerce, that Government should refrain from exercising any control, on the liners of that exercised last year, over passages to England, and that the allocation of berths on homeward bound ships should be left entirely to the Steamship Companies concerned. The Government of India, however, watched the situation closely and by frequent representations to His Majesty's Secretary of State for India, were able to secure from the Ministry of Shipping a number of ex-German liners to supplement the fleets at the Companies' disposal Apart from the ex-German liners placed at the disposal of the Military authorities, about 2,500 extra berths were supplied in this way. Nevertheless, the arrangements made this year for the homeward passenger traffic have given rise to general dissatisfaction. Local Governments have represented from time to time that their hot weather arrangements were thrown out of gear by the difficulty which officers, who had been granted leave, experienced in obtaining passages, and there have been many complaints in the public press not only as to the difficulty in securing berths, but also as to the manner in which berths were distributed.

3. Special enquiries were made into the matter in April by an officer deputed for the purpose to Bombay, and the Government of India have reason to believe that the position has materially improved in the last two months. It is estimated that, between the 13th April and the end of the first week of June, nearly 6,000 passengers were lifted from Indian ports, excluding passengers from Rangoon and Colombo, and the Government of India believe that a far larger proportion of those wishing to go home obtained passages than at one time seemed probable. At the same time, they fear that a certain number of intending passengers, especially from Calcutta, failed to secure berths and were compelled to postpone their departure for another year. If so, the carry-over to next year may be expected to be abnormally large.

4. On the report of the officer referred to in the preceding paragraph, the Government of India came to the conclusion that it would merely lead to confusion if they attempted to intervene by way of passage control this year. At the same time they decided that they ought at once to consider whether any action should be taken to regulate the homeward passenger traffic in the spring of 1921 in order that any arrangements which might be decided upon might be put into force in good time and that the steamship Companies might be put to as little inconvenience as possible.

5. The position, as the Government of India see it is as follows. They fear that, for the reasons already explained, the carry over from this year of residents in India who have been compelled to postpone their departure owing to the difficulty of securing berths is abnormally large, and that, at the same time, unless effective precautionary measures are taken in good time, there may also be an abnormally large influx of cold weather visitors from the United Kingdom and America in connection with the visit of His Royal Highness the Prince of Wales. Further, it is doubtful whether material improvement can be expected in the shipping position. It is true that, owing to the division of the ex-German liners this summer, the return of requisitioned ships and other causes, the Steamship Companies' fleets may be stronger next year than they were this year. It is also true that the Companies hope to be able to work on a longer programme next spring: many of the difficulties of the Penisular and Oriental Steam Navigation Company this year were due to the fact that their Directors at home could not ordinarily give them more than a few weeks' notice of the steamers detailed for the Bombay-London run. It is understood, however, from the enquiries made at Bombay that the Steamship Companies do not expect to be able to handle more than a normal volume of homeward passenger traffic next spring, and it has also to be remembered that there will be no reservoir of ex-German liners to draw upon next year. These liners are to be distributed shortly, and it is doubtful whether the Ministry of Shipping will be in existence next year. The Government of India, therefore, unless they specially charter ships, will not be able to come to the assistance of Steamship Companies.

6. The dominating factor in the position is probably the threatened influx of visitors during the coming cold weather, and the Secretary of State has already been asked whether bookings to India from the United Kingdom could not be regulated in order that priority

may be given to those whose presence in India is imperative. It is doubtful, however, whether any form of passage control will be possible at home, and in any case it will probably be some time before the Government of India will receive the Secretary of State's reply. In order to save time, therefore, I am to consult you at once on the question whether any form of passage control should be instituted in India next spring.

7. Before discussing this question, however, I am to suggest that it would materially relieve the situation if officers who intend to go on leave next year could be advised confidentially not to delay unnecessarily their departure till March, April or May 1921. Much of the trouble this year was due to the numbers who applied for passages in these three months and to the neglect of the warning issued in this Department's Press Communique of the 18th December last. It is no doubt intelligible that officers proceeding on short leave should wish to postpone their departure till just before the hot weather. But it is thought that there is no reason why officers proceeding on a year's leave should not start before Chirstmas, and why officers proceeding on eight or nine months' leave should not take their passages in January or February. It might be suggested to Steamship Companies through the Chambers of Commerce that similar advice should be given to non-officials.

8. In deciding whether passage control should be instituted in India next spring, much of course will depend on the reply of the Secretary of State to the reference made to him on the question whether effective measures can be taken in the United Kingdom ports to regulate bookings during the cold weather. But the main purpose of this letter is to invite opinions whether, in the event of no regularised system of priority in the allocation of passages to India being found possible at home, passage control should be instituted out here, and if so, on what lines. As at present advised the Government of India have little doubt on the former point. If effective arrangements cannot be made at home to regulate bookings to India in the autumn and winter they think that in self-defence some form of control in India must be instituted if only for the reason that this will be the most effective method of discouraging people in the United Kingdom from visiting India in abnormal numbers for purposes of pleasure. If control is instituted priority will be given to residents of India who require to go home for

purposes of business, health or leave, and the Government of India will be in a position to warn cold weather visitors that, if they do come out to India, they will do so at their own risk and that they will have themselves to thank if they find themselves stranded in India next hot weather.

9. The Government of India are aware that the Steamship Companies are averse from control and that Chambers of Commerce would prefer, that, if possible, control should be avoided. They recognise that the distribution of berths on passenger steamers is a complicated business and that at the best of times care must be exercised to ensure that steamers do not leave with vacant berths. The objection to control from the Steamship Companies' point of view is that a priority certificate system inevitably adds one more complication to an already complicated business. Moreover, the working of the priority system in 1919 aroused much complaint. The Government of India recognise the weight of these objections, but they think that they would be minimised by action on the following lines:—

(1) if any form of priority is introduced at all, it should be introduced only in respect of steamers sailing between February 14th and June 14th, 1921;

(2) whatever priority machinery is set up should begin work not later than 1st September next. It is believed that most of the objections to the last year's arrangements arose from the fact that these arrangements were made too late and that the whole business was necessarily rushed; and

(3) the business of awarding certificates should be simplified and decentralised as much as possible.

10. To take the last point first, it is thought that it would be a mistake to attempt too much. The position next year ought not to be as bad as it was in 1919 especially if, as the Government of India hope, the mere fact that control has been instituted tends to discourage people from visiting India next cold weather for purposes of pleasure. All that it seems necessary to do is to arrange the applicants roughly in order of priority. It is suggested provisionally that three forms of certificates might be prescribed———

A or Blue Certificates,

B or Red Certificates; and

C or White Certificates.

Blue Certificates will be granted to those to whom it is urgently necessary that passages should be granted; Red Certificates to those to whom it is desirable that passages should be granted and White Certificates to those who have no specially urgent reason for going home. Much latitude would be left to the competent authority in discriminating between different applicants, but, for the sake of uniformity of standard, it would probably be necessary to lay down certain general principles. It might be prescribed that five years' continuous residence in India in the case of a European man and three years in the case of a European lady should entitle an applicant to a Blue Certificate and three years and two years' residence, respectively, to a Red Certificate. Such certificates would also be given for other reasons, ill-health, etc., which will readily suggest themselves, but at present the Government of India do not think it necessary to go into detail.

11. As regards the authority which should grant the certificates, the Government of India will await the views of Local Governments. But bearing in mind that it is not proposed that anything more than a rough classification should be attempted, it is suggested that, except in big towns, such as Calcutta, Bombay, Madras and the like, the award of certificates might be left to the Collectors or Deputy Commissioners of the District in which the applicant resides, and, in the case of Indian States, to the Residents. In big towns, small Priority Committees consisting of an official, a prominent business man and a Doctor might be constituted to deal with applications, but this is a matter which would be left to the decision of the Local Governments. The certificates would be returned by the competent authority to the applicants and the applicants should be warned to file them with the least possible delay with Steamer Companies or their Agents.

12. As already noted, this machinery should be put in motion not later than the 1st September. Notice of it would be given earlier and it might reasonably be expected that the great majority of those wishing to obtain passages between February 14th and June 14th, 1921, would have lodged their certificates with the Companies with which they wish to register before the 1st December 1920. It would be suggested to the Steamship Companies, that, in addition to the registers which they ordinarily maintain, they should keep a register which should contain a nominal list of applicants for passages arranged in order of priority of registration. On receipt of the certificates, the Companies would note A, B, C, against the names of the applicants. The certifi-

cates would then be returned to the applicants or their agents in case they wish to file them with other Companies. It might also be expected that, by the 1st of December 1920, the programme of sailings would have been settled for several weeks after February 14th, 1921. The procedure then would be that the Steamship Companies, as soon as they opened their berthing registers for steamers sailing after 14th February, would allot berths first to applicants with A Priority, then to applicants with B Priority and would not allot berths to applicants with C Priority until all A and B Priority passengers had been provided for. The berths available for C Priority passengers would be allotted in order of date of registration. Ten per cent. of the berths on each ship would be left to the Companies to distribute at their discretion. Urgent cases of A and B Priority might of course crop up during the spring of 1921 and they might cause some difficulty, but such cases would be left to the Steamship Companies to deal with as best they could. If some such system as has been suggested is considered workable and is adopted, it would do something to remove what this year has been a real public grievance and would assist the Steamship Companies to allot berths on a reasonable system of priority. It is believed that provided the Companies receive the certificates in good time, the system will not embarrass them.

13. The Government of India have not considered whether legislation will be necessary in order to enforce the arrangements suggested above. The Steamship Companies, as has already been noted, are averse from control, but the Government of India are sure that, if it is considered necessary that some form of control as has been suggested above should be introduced, the Companies will loyally co-operate in working the system and it would probably be possible to avoid legislation altogether.

14. I am to request that European Chambers of Commerce, the European Association and other similar bodies may be consulted on the proposals contained in this letter and that their replies together with the considered views of the Government of Bombay may be furnished to the Government of India, if possible by the 1st of July 1920.

15. It will be understood that the suggestions in this letter are put forward merely as a basis for discussion and that they do not represent the final conclusions of the Government of India.—I have, etc.

C. A. INNES,
Secretary to the Government of India.

No. 1092/102 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 24th June 1920.

The ACTING SECRETARY TO GOVERNMENT,
POLITICAL DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. P. C. 1378, dated the 12th June 1920, enclosing a copy of a letter from the Government of India in the Department of Commerce, No. 2798, dated the 4th June 1920, on the subject of homeward passenger traffic in the Spring of 1921, and requesting the opinion of my Committee upon certain proposals contained therein.

2. In reply I am to state that the letter from the Government of India above referred to, has received the careful consideration of my Committee and, as a result, I am to submit the following observations thereon. At the outset, however, I am to state that, while my Committee agree with the views of the Government of India as to the desirability of discouraging, as far as possible, the tourist element from visiting India during the forthcoming cold weather, they are opposed to the institution of any form of Government control over the booking of passages. My Committee view the question, primarily, as one of principle, and they are of opinion that the shipping trade, no less than the various other sections of the mercantile community, should be left to conduct its own business with the minimum of interference from the State and other outside bodies. They recognise that, under certain exceptional circumstances, State control of some kind may be beneficial and in the best interests of all sections of the community, but they do not consider, for reasons to which I am to refer below, that any case has been made out for its introduction in the present instance.

3. With regard to the specific points raised in the same letter I am to refer, in the first case, to the statement in paragraph 3 to the effect that a certain number of persons failed to secure berths this season and that it is, therefore, expected that the carry-over to next season will be abnormally large. My Committee, however, are of opinion that this view of the situation is somewhat misleading. Doubtless there are a number of persons who, desiring to travel home this year in the months

of March, April and May, were not able to obtain accommodation during these months, but my Committee understand that the position in this connection was the same in pre-war years and they submit that it is in no way a sufficient reason for imposing any system of control such as that tentatively suggested by the Government of India. Moreover, according to enquiries made at the offices of the Shipping Companies concerned, there appear to be vacant berths offering in the sailings hence in July, while in August there seems to be every likelihood that vessels will actually leave with vacancies still unfilled. As far as the later autumn months are concerned, the Shipping Companies anticipate that there will be a large amount of passenger accommodation available homewards which their present applications for passages will not fill or even nearly fill.

4. In the above connection, my Committee cordially welcome the suggestion that Government officials and others due to proceed home on either a year or nine months' leave should be advised to do so at the times indicated in paragraph 7, and they are prepared to co-operate with the Government of India in this behalf by recommending to Steamship Companies the advisability of making a similar recommendation to the members of the non-official community.

5. I am further to add that my Committee are informed by the Agents of the largest Steamship Company serving this route that, as a result of a reference to their Head Office, they learn that the 1921 Spring homeward programme of the Company they represent will be largely improved.

6. I am now to refer to the scheme of State control proposed by the Government of India, in the light of the foregoing observations, particularly in regard to the date suggested for the introduction of the same. In this connection, my Committee presume that the introduction of any system of control over passages has for its primary, if not sole, object the enabling of persons suffering from ill-health to leave the country at the earliest possible date. Ample recognition of this fact is afforded by the manner in which the Shipping Companies and the mercantile community generally, co-operated with Government in the scheme of control in force in 1918, for, all concerned then realised the necessity of some system of control, as being in the best interests of a large number of people who were suffering from the effects of the prolonged residence in India necessitated by war conditions.

7. My Committee submit, however, that the conditions prevailing at the present time, three seasons after the conclusion of hostilities, can neither be quoted as analogous nor, even if an analogy were proved, can the proposed measures be said in any way to provide for such cases. My Committee are led to the latter conclusion by the suggestion of the Government of India that the priority machinery for registration set up under the scheme should begin work not later than the 1st September next, during which period, and the succeeding three or four months, it will be observed from the earlier part of this letter, ample steamship accommodation homewards will be available for all intending passengers. Why, therefore, my Committee argue, would it be necessary to institute a scheme of control which shall only operate from February to June, when all who need to leave the country for urgent reasons connected with health can do so at practically any time they desire during the intervening five months? My Committee do not propose to deal with the many other difficulties inherent in even the best organised scheme of control in any direction as they consider that the essential factor in the case in point is the one above described.

8. While my Committee are not in favour of any system of control for the reasons above given, they desire heartily to approve the suggestion that intending visitors should be warned as to the scarcity of hotel accommodation, etc., in the country which warning, it is presumed, would be most effective in the case of tourists, as the *bona fide* traveller might be expected to receive hospitality from private individuals, if necessary. To this end, they would suggest that the Steamship Companies inform the various tourist Agencies to the effect that no homeward passages for personally conducted parties can be expected after the middle of February 1921.

9. Finally, as regards the extent to which it would be necessary to resort to legislation to enforce the proposed control, my Committee agree that the success of the scheme must depend, to a large extent, upon the good-will and co-operation of the Shipping Companies concerned. They would further here observe, however, that the various firms in Bombay who represent the large Passenger Steamship lines, are unanimously opposed to the revival of any description of control in connection with the management of their business, which includes the booking of passages, and that, the other mercantile firm

represented on my Committee would much prefer to leave the allotment of passages in the experienced hands of the Shipping Companies.—I have, etc.

C. B. SAYER,
Acting Secretary,

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No. 1249/102 of 1920

CHAMBER OF COMMERCE,
BOMBAY, 1st July 1920.

The SECRETARY,
BENGAL CHAMBER OF COMMERCE,
Calcutta.

Dear Sir,—I am directed to refer to the correspondence, resting with your letter, No 1554-1920, dated the 19th May 1920, with reference to the question of Homeward and Outward passenger traffic during the ensuing cold weather.

2. In the above connection I am to hand you herewith for the information of your Committee, a copy of a letter which my Committee have addressed to the Bombay Government, in reply to a request for their opinion upon the proposal of the Government of India to introduce a modified form of control over homeward passenger traffic in the Spring of 1921. As I presume that your Committee have already received a similar request, I have not attached a copy of the Local Government's letter.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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No. 774-A. C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 3rd August 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*The Passage Question.*

Dear Sir,—I am directed to send you for the information of your Chamber the attached copy of the marginally noted letter, dated 3rd August, with its enclosures from the Bengal Chamber of Commerce.—Yours faithfully,

Letter No. 2249-1920, dated the 3rd August, with enclosures from the Bengal Chamber of Commerce.

H. M. HAYWOOD,
Secretary.

No 2249-1920.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE,
CALCUTTA, 3rd August 1920.

The SECRETARY,
ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON.

*The Passage Question.*

Dear Sir,—I am directed to hand you herewith, for the information of the Associated Chambers, the following copies of correspondence with the Government of India, the Government of Bengal, and the Bombay Chamber of Commerce, on this question.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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*Enclosure* —

(*a*) Letter No. 1552, dated 19th May 1920, from the Bengal Chamber of Commerce, to the Government of India, Department of Commerce. (*Already printed in this Report*).

(*b*) Letter No. 2607, dated 31st May 1920, from the Government of India, Department of Commerce, to the Bengal Chamber of Commerce.

(*c*) Letter No. 131-T-Com., dated 15th June 1920, from the Government of Bengal, Commerce Department, to the Bengal Chamber of Commerce. (Substantially the same as Government of India letter No. 2798 of the 12th June 1920 *already printed in this Report*).

(*d*) Letter No. 2011, dated 3rd July 1920, from the Bengal Chamber of Commerce, to the Government of Bengal, Commerce Department.

(*e*) Letter No. 1249-102 dated 1st July 1920, from the Bombay Chamber of Commerce, with enclosure, to the Bengal Chamber of Commerce (*Already printed in this Report*).

Letter No. 2607, dated Calcutta, the 31st May 1920.

From—The Secretary to the Government of India, Department of Commerce,

To—The Secretary, Bengal Chamber of Commerce.

I am directed to acknowledge the receipt of your letter No. 1552, 1920, dated the 19th May 1920.

2. In this letter you suggest that the Right Hon'ble the Secretary of State should be asked whether it would not be possible during the approaching outward season to place some restrictions on the entry into India of cold weather visitors. In reply, I am to say that the Government of India have already made representations in this sense to the Secretary of State and that his reply is awaited.

3. The Government of India are also considering whether some form of control over homeward passages should not be instituted in India next cold weather. The decision of this question will depend to some extent on the reply received from the Secretary of State to the telegram referred to in the previous paragraph. In the meantime I am to say that the Government of India note the suggestion of the Chamber that the passport system should be utilised for the purpose of discriminating between the relative claims of applicants for passages to and from India. As at present advised, however, they are of opinion that there are objections of principle to utilising the passport system for purposes other than that with which it was introduced, and that if passage control is instituted in India it should be exercised, as in 1919, by means of special priority certificates.

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No 2011-1920, dated Calcutta, 3rd July 1920.

From—The Secretary, Bengal Chamber of Commerce,

To—The Secretary to the Government of Bengal, Commerce Department.

I am directed to acknowledge the receipt of your letter, No. 121-T Com., dated 15th June 1920, on the subject of the homeward passenger traffic in the spring of 1921.

2. In my No. 1552, dated 19th May 1920, the Committee of the Chamber suggested to the Government of India, in the Department of Commerce, that the Secretary of State should be asked to place some

restriction on the entry into India, towards the end of this year, of cold weather visitors. It now appears to be doubtful whether any form of passage control will be instituted at home; and you state that the Government of India are accordingly considering whether control should not be exercised over homeward passages in the spring of 1921. And you ask for the opinion of the Chamber on the question whether, in the event of no action being taken in England, control to this extent should be instituted in India. You add that the Government of India are of the opinion that such will be necessary in order to make it difficult for large numbers of persons to visit India for purposes of pleasure only.

3. In reply I am to say that, on general grounds, the Committee of the Chamber are opposed to any scheme of Government control; and I am to add that the resolution, which was adopted at the Conference of Chambers in January last, was proposed by them. But they now recognise that the position has changed since the resolution was adopted; and that recent experience has demonstrated the need for the exercise, in the general interest, of some measure of control. They have therefore, decided to accept the position that control is unavoidable; and, failing its institution in the United Kingdom, they see no alternative to the proposal made by the Government of India.

4. As regards the particular scheme that you outline, the Commitee think that its main features would be acceptable. The 1st September would be, they believe, a suitable date for its introduction; and they also agree that it should be applied to steamers sailing between the 14th February and the 14th June 1921. They feel, however, that to measure the necessities of Indian residents for homeward passages in terms of years will be difficult. And they are disposed to question whether hard and fast rules in such matters are desirable or workable. With reference to your tenth paragraph, they suggest that all available homeward space should be pooled; and that each certificate should be registered once only, that is to say, with one Line.

5 It is, however, obvious that the details of the scheme will require careful consideration, and the Committee trust, therefore, that the Chamber will be given an opportunity of fully discussing and examining them before they are finally decided upon by the Government of India.

# APPENDIX S-3.

## NEW FORM OF BILL OF LADING INTRODUCED BY THE INDIAN CONFERENCE LINERS.

63, Esplanade Road, Fort,

Bombay, 28th July 1920.

The Secretary, Chamber of Commerce,

Bombay.

Dear Sir,—As you are, no doubt, aware a new outward Bill of Lading was introduced in July 1919 by the Indian Conference Liners in the United Kingdom. This Bill of Lading was imposed on Exporters of Piece-Goods and was generally considered at the time as a too one-sided document.

We are now informed that the Karachi Chamber of Commerce have addressed the Secretaries of the London and Manchester Chambers of Commerce as per attached copy, and have also sent a copy of their letter to the Indian Trade Commissioner, with a view to this Bill of Lading being revised.

We submit that it would be advisable if the Bombay Chamber would also move in the same direction.—Yours truly,

*Per pro* Ralli Bros.

A. D. STEPHANOS.

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Chamber of Commerce,

Karachi, 15th July 1920.

The Secretary, East India Section,

London Chamber of Commerce,

London.

Dear Sir,—My Committee have had under consideration the form of Bill of Lading adopted in July last by the Indian Conference Liner in England.

This Bill of Lading is considered by my Committee to be grossly unfair to shippers and I am directed to address you and invite that

pressure be brought to bear on the Steamship Companies to amend same. Objection is particularly directed against the clause in the Bill of Lading which releases the Steamship Company from any liability for pilferage, theft, damage due to bad stowage or otherwise, or in fact anything that may be due to negligence on the part of their own servants.

I am also directed to call attention to the unfairness of the clause which limits the Steamer's liability for Piece-Goods to £ 100 per package—such goods cost invariably well over this figure and often as much as £200 or even more in some cases. The limited liability therefore falls unduly severely on claimants under this clause. The limit in pre-war days was £ 50 whereas the average value of such goods was then in the neighbourhood of £ 25.

My Committee urge that, should your representations to the Steamship Companies prove unavailing, you take up the matter with the Board of Trade.—Yours faithfully,

E. L. ROGERS,
Secretary.

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No 1435/189 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 29th July 1920.

MESSRS. RALLI BROTHERS,
63, Esplanade Road, Fort.

Dear Sir,—I am directed to acknowledge receipt of your letter of the 28th instant regarding the new outward Bill of Lading adopted by the Indian Conference Liners and in reply to state that it would greatly help my Committee in their deliberations if you would kindly furnish them with a copy of the Bill of Lading in question.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

63, ESPLANADE ROAD, FORT,
BOMBAY, 2nd August 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*New outward Bill of Lading form.*

Dear Sir,—As requested by your letter No 1435-189 of the 29th ultimo, we hand you herewith a copy of the Bill of Lading in question which please return when done with.—Yours truly,

*Per pro* RALLI BROS.
A. D. STEPHANOS.

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No. 1578-189 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 24th August 1920.

MESSRS. RALLI BROTHERS,
Bombay.

Dear Sirs,—With reference to your letter, dated the 28th ultimo, I am directed to state that my Committee have addressed, both the East Indian Section of the London Chamber and also the Manchester Chamber of Commerce in support of the Karachi Chamber's representation. A similar letter, copy of which is attached, has also been sent to the Indian Trade Commissioner.

I return herewith the copy of the Bill of Lading in question which accompanied your letter of the 2nd instant.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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No. 1579-189 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 24th August 1920,

The SECRETARY, EAST INDIA SECTION,
LONDON CHAMBER OF COMMERCE,
London.

Dear Sir,—I am directed to inform you that my Committee have received a copy of a letter, dated the 15th July 1920, which the

Karachi Chamber of Commerce has addressed to you in connection with the new outward Bill of Lading adopted by the Indian Conference Liners in July, 1919.

2. In the above connection I am to state that the terms of the Bill of Lading in question have received the careful consideration of my Committee, and, as a result, I am to state that my Committee desire strongly to support the representation made by the Karachi Chamber, both in regard to the stringent nature of the clause indemnifying the Shipowners and also in respect of the low limitation set upon the value of the package.

3. In conjunction with the Karachi Chamber of Commerce I am to express the hope that in the event of any representation you may make to the Steamship Companies proving of no avail you may be so good as to refer the matter to the Government Departments concerned'—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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*Similar Letters to :—*

THE SECRETARY, MANCHESTER CHAMBER OF COMMERCE,
THE INDIAN TRADE COMMISSIONER, Salisbury House,
London, E. C.

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63, ESPLANADE ROAD, FORT,
BOMBAY, 26th August 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—We are much obliged for your letter No. 1578-189 of the 24th August, from which we are pleased to see that the Bombay Chamber of Commerce have decided to support the Karachi Chamber's representation, with a view to having revised the Bill of Lading introduced by the Indian Conference Liners in the United Kingdom, in July 1919.—Yours truly,

*Per pro* RALLI BROS.
A. D. STEPHANOS.

# APPENDIX T-1.

## GENERAL LANDING DATE FOR IMPORT CARGO.

No. B.-378.

BOMBAY PORT TRUST,
SECRETARY'S OFFICE,
BALLARD ROAD, FORT,
BOMBAY, 14th February 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to invite reference to the correspondence ending with your letter No. 1075-172, dated 19th September 1919, on the subject of the introduction of the General Landing Date System for import cargoes at the Bombay Docks, and to say that after a further six months' trial the Trustees' Docks Manager reports that no complaints have been received from importers, and the previous experience of the satisfactory working of the system has been confirmed. It has been found that under the new system the payment of charges and clearance of import goods from the Docks has been greatly expedited.

I am accordingly to say that, subject to any remarks from your Chamber, it is now proposed to adopt the system permanently.

The favour of an early reply is requested.—I have, etc.,

W. R. S. SHARPE,
Secretary.

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No. 213/21 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 21st February 1920.

THE SECRETARY, BOMBAY PORT TRUST,
Ballard Road.

Sir,—I am directed to acknowledge receipt of your letter No. B.-378, dated 14th February 1920, on the subject of the introduction of the General Landing Date System for import cargoes at the Bombay Docks and in reply to state that my Committee agree to the permanent adoption of the system in question.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

## BOMBAY PORT TRUST DOCKS.

Order No. L/4-4-4 of 1919.

*Subject:—Landing Dates.*

It is directed that the present system of giving landing dates will be abolished and in its place one "*General Landing Date*" will be declared by the Docks Manager in respect of the whole Import cargo of each vessel entering the Docks on or after 1st February 1919.

2. The following procedure to be observed under the new system is detailed for the guidance of the Docks Staff.

(*a*) The landing date for each vessel's cargo will be the day on which not less than two-thirds approximately of the Import cargo has been landed in the Docks, subject to the exceptions mentioned in paragraph 4 (*a*), (*b*), (*c*).

(*b*) Shed Superintendents must ascertain daily from Chief Officers of vessels and Agents' Docks representatives, the *total* tonnage of Import cargo discharged on the previous day and this figure, together with the total number of packages, must be recorded daily on Form A.

(*c*) When the total tonnage discharged approaches 50 per cent. of the whole cargo of the vessel as given in the Import General Manifest or Agents' advance list, Shed Superintendents must daily submit Form A, through the Sectional Assistant Manager, to the Deputy Docks Manager concerned, for perusal and necessary action.

(*d*) Deputy Docks Managers must submit the Form A to the Docks Manager when the total discharge approximates 2-3rds of the whole cargo with recommendation as to landing date to be fixed.

(*e*) The Docks Manager will then endorse the necessary orders on the form and intimations will issue to all concerned on Form B.

(*f*) The submission of tally sheets to the Dock Cash Offices daily will be discontinued, although tally sheets will be maintained as at present.

3. (*a*) The Cash and Assistant Cash Supervisors will post on the "*Landing Date Notice Board*" in a prominent place in the Cash Offices a written intimation of the Landing Dates declared, for public information and will also maintain a Register of Landing Dates in Form C for future reference.

(*b*) Assessors and Bill Clerks will endorse, under their initials Landing Dates on Bills of Entry, Transhipment permits, &c., *before* assessing charges as also on Extra Fee Chappas *only* (for the convenience of the public).

4. The Docks Manager is empowered to grant extensions of the free days in the following cases.—

(*a*) Entire consignments landed subsequent to the General Landing Date.

(*b*) Consignments or portions thereof, delivery of which is applied for on completed documents and which are not traceable owing to the same having been landed subsequent to the expiry of the free days.

Remissions of extra fees on packages not traceable owing to congestion in sheds, or mixture or strikes or any other cause whatsoever are not admissible under this rule and can only be allowed by the Docks Manager under T. R. No. 487 of 31-10-13, of under Rs. 50 or with the previous sanction of the Board.

(*c*) Consignments of wines, and spirits, the landing date for which will be the date the balance was landed in the Docks.

Sectional Assistant Managers will in the first instance in such cases certify to the facts by endorsement on the relative Bill of Entry or Transhipment Permit as follows.—

In regard to 4 (*a*) "Certified this consignment was landed from .....to....."

In regard to 4 (*b*) "Certified this consignment (or....packages) were not ready for delivery until.....191 ."

In regard to 4 (*c*) "Certified the balance of this consignment was landed on.....191 ." and thereafter refer the Importer to the

Deputy Docks Manager with the relative Bill of Entry. The Deputy Docks Manager will then endorse on the document a definite date to be taken as the Landing Date after which the Importer will be required to pay Docks charges.

5. Sectional Assistant Managers are directed thoroughly to satisfy themselves by personal enquiries before issuing certificates under the foregoing rule.

6. Item A (1) and (2)—Imports, Section III—Rents, page 53 of the Docks Scale of Rates is cancelled and the following rule substituted.

(1) *All goods will be allowed storage in the Docks free of rent for five days.*

In conclusion, the staff generally are directed to report for orders any points on which they experience any doubt or difficulty.

J. A. CHERRY,
Manager.

13th January 1919.

## APPENDIX T-2.

### SURVEY DEPARTMENT, PORT OFFICE.

No. M. D.-8./992.

THE MOGUL LINE,
BOMBAY, 9th December 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—We beg to bring to your notice the serious delays caused to shipping in this Port, due to the fact that the number of Surveyors, comprised in the Survey Department, Port Office, is insufficient for the needs of the Port. We do not propose to state the numerous instances where such delays have occurred in this Company, but they are very considerable and lengthen out the process of putting a vessel through survey to a serious extent.

We point out at once that the Government Surveyors have done every thing possible to minimise these delays, but it is perfectly clear that unless their staff is augmented, such delays will be unavoidable.

A further inconvenience is caused by the fact that the Surveyors to the Port have no conveyance at their disposal, which often renders it impossible for them to keep their engagements to time, causing waste of time on the part of this Company's Staff and generally producing much inconvenience. We feel sure that the principal Shipping Companies which have much survey work in Bombay will cordially endorse our remarks, and as it appears to us that concerted action in the form of a memorandum or other representation made by the Chamber to the Government of India on this subject, would be much more effective than representation by individual Companies, we earnestly request that this step may receive the full consideration of the Committee. Thanking you in anticipation of early action being taken to remedy a very unsatisfactory state of affairs. We remain, etc.,

*For and on behalf* of TURNER MORRISON & Co., LTD.,

H. E. EDMONDSON,
Director,
Managing Agents.

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No. 2506/235 of 1920.

CHAMBER OF COMMERCE,
BOMBAY. 17th December 1920.

Messrs. MACKINNON MACKENZIE & Co.,
Bombay.

Dear Sirs,—I am directed to forward the attached copy of a letter which my Committee have received from the Managing Agents, the Mogul Line, in regard to the present establishment of the Survey Department of the Port Office and to state that my Committee will be glad if you will be so good as to favour them with your views on the subject matter of the letter in question.

2. My Committee will further be grateful if you will kindly indicate in your reply the extent to which you are able, from experience, to corroborate the statements made by Messrs. Turner Morrison & Co., Ltd., in their letter and whether you are of opinion that the matter, after a reference to the Port Officer, might form the subject of a representation to the Government of India.—I am, etc.,

C. B. SAYER,
Acting Secretary.

No. 1438.

BOMBAY, 21st December 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—We have to acknowledge receipt of your letter No. 2506-235 of the 17th instant and in reply beg to inform you that we are fully in accord with the letter which your Committee have received from the Managing Agents of the Mogul Line in regard to the present establishment of the Survey Department of the Port Office, as the attached copy of letter from ourselves to the Port Officer, dated 4th September last, will show.

We understand that this matter has already been brought to the notice of the Department of Commerce and Industry who are referring the matter to the Provincial Governments.—Yours faithfully,

MACKINNON MACKENZIE & Co.,
Agents, P. & O. & B. I. S. N. Companies.

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BOMBAY, 4th September 1920.

The PORT OFFICER,
Bombay.

Sir,—We desire to bring to your notice the serious loss that the Shipping Companies in general, and the P. & O. and B. I. S. N. Companies in particular, are being put to at this port on account of the unpunctuality on the part of the Surveyors in keeping appointments. We would hasten to add that this is due to no fault on the part of the Surveyors themselves. In the first place there are at the present time only two Surveyors in the Port. This is insufficient; a third Surveyor should be appointed immediately to bring the Staff up to strength and we hope that you will be able to arrange with the Director, Royal Indian Marine, to detail an Engineer forthwith. The second requirement is that two motor cars should be placed at the disposal of these officers.

With Alexandra, Prince's and Victoria Docks to visit as well as vessels in our two dry-docks in Mazagon and elsewhere, it is impossible for the Surveyors to get round their work unless they are provided with motor cars. You, Sir, are fully aware what the loss of a day's earning power means to the owners of a steamer and this frequently entailed by the inability of the Surveyor to keep his appointments with our officials owing to lack of efficient transport.

We will not trouble you with instances; these are of almost daily occurrence, but we would request you to take every urgent steps in the matter, by telegram if necessary. We consider the cost of the services of the Surveyors is amply met by the fees levied for the work they do, and that these fees should provide Government with quite sufficient revenue to enable proper motor transport to be provided. If we are wrong on this point, there would be little objection to the fees being revised to cover any extra cost incurred. The Surveyors' duties are for the purpose of ensuring efficiency and we consider that they should be efficient themselves and this they cannot be unless they are provided with the means of rapid transport to their work.—We have, etc.,

MACKINNON MACKENZIE & Co.,
Agents, P. & O. and B. I. S. N. Coys.

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No. 2545/235 S. of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 23rd December 1920.

The PORT OFFICER,
Bombay.

Dear Sir,—I am directed to forward the attached copy of a letter which my Committee have received from a member in regard to the present establishment of the Survey Department of the Port Office and to state that my Committee will be glad if you will be so good as to favour them with an expression of your opinion on the subject matter of the letter in question.

2. My Committee are also in receipt of a copy of a letter, dated the 4th September 1920, addressed to you by Messrs. Mackinnon Mackenzie & Co., in the same connection and as it would appear that the difficulties referred to in the accompaniment to this letter are experienced, to a greater or lesser extent, by all Steamship Companies using the Port, my Committee will be glad to learn whether any action has been taken by Government in consequence of Messrs. Mackinnon Mackenzie's representation.—I am, etc.,

C. B. SAYER,
Acting Secretary.

No. 1—S.

MARINE SURVEY DEPARTMENT, PORT OFFICE,
BOMBAY, 3rd January 1921.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I have the honour to acknowledge receipt of your letter No. 2545-235, dated the 23rd December 1920, with its accompaniment and to inform you that the same has been forwarded to Secretary to Government, Marine Department, for information and necessary action.—I have, etc.,

A. S. BALFOUR,
Captain, R.I.M., Port Officer, Bombay.

# APPENDIX T-3.

## PORT DUES ON VESSELS CHARTERED BY GOVERNMENT.

No. 4386--1919.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 10th December 1919.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*The Indian Ports Act XV of* 1908 : *Exemption of Government vessels from Port dues.*

1. Cutting from abstract of proceedings of the Bengal Chamber of Commerce for January 1918.
2. Letter No. 681, Marine, dated 2nd March 1918, from the Government of Bengal, Marine Department, to the Bengal Chamber of Commerce.
3. Letter No. 3377, Marine, dated 5th November 1919, from the Government of Bengal, Marine Department, to the Bengal Chamber of Commerce.
4. Letter No. 4035, dated 10th November 1919, from the Chamber to the Government of Bengal, Marine Department.
5. Letter No. 3745, Marine, dated 3rd December 1919, from the Government of Bengal, Marine Department to the Chamber.

Dear Sir,—I am directed to ask if you will be good enough to favour the Committee of this Chamber with an expression of the views of your Chamber on the points raised in the marginally noted correspondence on this subject. Copies of the papers are attached hereto.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

LIBRARY OF THE BOMBAY

CUTTING FROM ABSTRACT OF PROCEEDINGS OF THE BENGAL CHAMBER OF COMMERCE FOR JANUARY 1918.

*The Indian Ports Act : Port Dues.*—At their meeting on the 22nd January the Committee considered a request, which had been received from the Aden Chamber of Commerce, that they should support a representation, recently made by that body to the Government of Bombay, in connection with this Act. It appears that the port dues and pilotage charges at Aden have been recently enhanced by no less than 100 per cent. And the Aden Chamber said that the deficit, which had necessitated this advance had been caused chiefly by the fact that Government vessels are allowed to use the port free of charge. Prior to the war the number of Government vessels calling at Aden was, as compared with merchant vessels, small. But the contrary is now the case, the majority being Government colliers, oilers, and transports When running as ordinary merchantmen all these boats paid the usual charges, but at present they pay nothing. The result has been a considerable loss of revenue to the port; and the Chamber suggested that section 2 (1) of the Act—which precludes the levying of port dues on Government vessels—should be altered.

When the question of the revision of the Ports Act was under discussion in 1915 the Bengal Chamber emphasised the necessity for the amendment in question. The suggestion had been put forward by the Calcutta Port Commissioners, and the Committee supported it, on the ground that it is incorrect in principle for the Government to claim exemption for ships many of which—so far as regards Calcutta—were in ballast or carrying horses, etc. The suggestion was not accepted by the Government of India at the time, and no change was made in the Act. Quite recently the Calcutta Port Commissioners have again drawn the attention of the Government to it, pointing out how seriously the revenues of the port have been affected by the war, and how necessary it is therefore that Government vessels should pay on the same footing, in the matter of port dues, as other vessels. They did not repeat their request that the Act should be amended, but they drew attention to the step which has been taken by His Majesty's Government in respect of home ports. Notwithstanding the admitted rights of the Crown—which rights correspond to the statutory exemption under the Indian Ports Act—the Home Government have agreed to a scale of payment during the continuance, and beginning with the

commencement, of the war. The Calcutta Port Commissioners urged that this example might be followed in respect of Calcutta, and that port dues should be paid on account of vessels belonging to, or in the service of, His Majesty, or the Government of India, other than men-of-war, or ships engaged solely in the conveyance of troops, military animals, equipment, munitions or stores.

The Committee of the Chamber have now again addressed the Government of Bengal referring to the position at the port of Aden and urging that the subject should be re-considered. It appears to them that the proposal made by the Port Commissioners is one which ought certainly to be complied with. They would indeed go further and urge that exemption should be restricted to men-of-war and troop transports. This would be only reasonable, and it would, moreover, have the advantage of being calculated to prevent any dispute or complication arising from the extended control which the Government now exercise over shipping.

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No. 681 Mnc.

GOVERNMENT OF BENGAL,

MARINE DEPARTMENT,

CALCUTTA, the 2nd March 1918.

The SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

Sir,—I am directed to acknowledge the receipt of your letter No. 284, dated the 8th February 1918, on the question of limiting the exemption, under Section 2 (1) of the Indian Ports Act, 1908, of Government vessels from payment of port dues, to men-of-war and ships actually engaged in the conveyance of troops, military animals, equipment, munitions and stores.

2. I am to inform you that the views of the Port Commissioners, Calcutta, on the subject have already been placed before the Government of India, whose orders are awaited. They will be communicated to the Chamber in due course.—I have, etc.,

F. A. A. COWLEY,

Secretary.

No. 284-1918.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 8th February 1918.

The SECRETARY TO THE GOVERNMENT OF BENGAL,

MARINE DEPARTMENT.

Sir,—I am directed to invite your attention to my letter, No 2528, dated 22nd December 1915, with reference to the question of the amendment of the Indian Ports Act, 1908.

Paragraph 7 of the letter read as follows :—" I am also to refer to " two other matters, which are not mentioned in the bill, but which " have arisen in the course of its discussion. The first of these is " raised by the Calcutta Port Commissioners, and is the matter of the " exemption from port dues, under section 2 (1) of the Act, of all " vessels in the service of His Majesty, or the Government of India. " As is pointed out by the Commissioners, comparatively few Govern- " ment vessels entered the port of Calcutta prior to the outbreak of " war. But since the war began such vessels have largely increased " in number, with the result that a considerable revenue has been " lost to the port. The Committee of the Chamber agree with the " Commissioners that it is incorrect in principle for the Government " to claim exemption for these ships many of which are in ballast or " are carrying horses other than the horses of troops embarking, or " disembarking, at the port. And they support the suggestion that " the Act should be so amended as to limit the exemptions to " war-ships and ships actually engaged in the conveyance of troops, " military animals, equipment, munitions and stores."

3. It will be within your knowledge that the suggestion made in this paragraph was not accepted by the Government of India, and that section 2 (1) of the Act remains without alteration.

4. The Committee of the Chamber understand that, in June of last year, the Calcutta Port Commissioners again addressed you on the subject. They showed how severely the finances of the port had been affected by war conditions ; and they urged that Government

vessels should no longer be exempted from the payment of port dues. They did not repeat their request that the Act should be amended, but they drew attention to the action which has been taken by His Majesty's Government in respect of home ports. Notwithstanding the admitted rights of the Crown, which rights correspond to the statutory exemption under the Indian Ports Act, the Home Government have agreed to a scale of payment during the continuance of the war, and beginning with the commencement of the war. The Calcutte Port Commissioners have urged that this example may be followed in respect of Calcutta, and that port dues should be paid on account of vessels belonging to, or in the service of, His Majesty, or the Government of India, other than men-of-war, or ships engaged solely in the conveyance of troops, military animals, equipment, munitions or stores.

5. To the Committee of this Chamber this request appears to be one which ought certainly to be complied with. They would in fact go further and urge that exemption should be restricted to men-of-war and troop transports. This would be only reasonable, and moreover it would have the advantage of being calculated to prevent any dispute or complication arising from the extended control which the Government now exercise over shipping.

6. I am also to point out for your information, that a proposal for the amendment of the Act has been made by the Aden Chamber of Commerce to the Government of Bombay. The port dues and pilotage at Aden have been increased by no less than 100 per cent.; and the Aden Chamber state that this deficit has been chiefly brought about by the fact that the vessels in the service of the Government are permitted to use the port free of charge. They go on to say that, prior to the war, the number of Government vessels calling at the port was small as compared with merchant vessels. On the other hand at the present time the majority are Government ships, such as colliers, oilers, and transports. All these vessels when running as ordinary merchantmen paid the usual dues, but at present they pay no port dues.—I have, etc.,

H. M. HAYWOOD,

Secretary.

No. 3377 Mne.

GOVERNMENT OF BENGAL,
MARINE DEPARTMENT,
CALCUTTA, the 5th November 1919.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

Sir,—With reference to the correspondence ending with this Department letter No. 681, Marine, dated the 2nd March 1918, regarding the levy of port dues on vessels employed on Government service and as allied transports, I am directed to say that the matter has also been under discussion in connection with Bombay and that the Government of India after careful consideration have come to the conclusion that no amendment of the law so as to allow of the levy of port dues on vessels belonging to or chartered by Government which are not actually engaged in the conveyance of troops, military animals, equipments, munitions and military stores, is at present required.—I have, etc.,

F. A. A. COWLEY,
Secretary.

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Letter No. 4035-1919, dated 19th November 1919.

From—The Secretary, Bengal Chamber of Commerce,

To—The Secretary to the Government of Bengal, Marine Department.

I have the honour to acknowledge the receipt of your letter No. 3377 Mne., dated the 5th November 1919, on the subject of the levy of port dues on vessels employed on Government service and as allied transports. You state that the Government of India have come to the conclusion that no amendment of the law so as to allow of the levy of port dues on vessels belonging to or chartered by Government, which are not actually engaged in the conveyance of troops, etc., is at present required. The Committee are not clear as to what this means, whether, that is, Government have decided that port dues are not payable in such cases, or if the position is that the law at present allows the levy. I am directed to ask a definite statement as to the position.

Letter No. 3745 Mne., dated 3rd December 1919.

From—The Hon'ble Mr F. A. A. Cowley, Secretary to the Government of Bengal, Marine Department.

To—The Secretary, Bengal Chamber of Commerce.

With reference to your letter No. 4035, dated the 19th November 1919, I am directed to say that by virtue of Section 2 (1) of the Indian Ports Act, 1908 (XV of 1908), the provisions of the Act shall not apply to any vessel belonging to, or in the service of His Majesty or the Government of India or to any vessel of war belonging to any foreign Prince or State. The point that was under the consideration of the Government of India was, whether the Act should be amended so as to permit of the levy of port dues on vessels belonging to or chartered by Government not actually engaged in the conveyance of troops, animals, equipment, munitions and military stores. The Government of India have ruled that they do not consider any amendment of the Act necessary and consequently, under the provisions of the Indian Ports Act, the above mentioned vessels are exempt from the payment of port dues.

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No. 1410-192 of 1919.

CHAMBER OF COMMERCE,
BOMBAY, 29th December 1919.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

Dear Sir,—I am directed to acknowledge receipt of your letter No. 4386-1919, dated 10th December 1919, and its accompaniments, relative to the provisions of the Indian Ports Act XV of 1908 in regard to the exemption of Government vessels from Port dues.

In reply I am to state that the point raised in the correspondence which accompanied your letter has already received the attention of my Committee and their views thereon are embodied in the attached copy of a letter addressed to the Bombay Government under date 18th December 1917.

I am to add, however, that as the Government of India has since decided that no amendment of the law on the lines suggested is at present required my Committee are of the opinion that no further action should be taken.—Yours faithfully,

C. B. SAYER,
Assistant Secretary.

No. 1292-38 of 1917.

CHAMBER OF COMMERCE,

BOMBAY, 18th December 1917.

The SECRETARY TO GOVERNMENT,

MARINE DEPARTMENT,

Bombay.

Sir,—I am directed to inform you that my Committee have been favoured with a copy of the letter which was addressed to your Department by the Aden Chamber of Commerce on 21st ultimo, in connection with the enhancement of the rates for Port Dues and Pilotage at Aden and that they desire to support this representation.

2. My Committee understand that the question of addressing Government on this subject was considered by the Bombay Port Trustees soon after the declaration of war, but it was decided in view of the large revenue which the Port Trust was receiving for other Government work, that it was not necessary to take up the question of the exemption of vessels in Government employ from Port Dues. My Committee are of opinion, however, that an important point of principle is involved in the representation from the Aden Chamber of Commerce. They can see no reason why merchant vessels should be compelled to pay enhanced dues in order that vessels in Government employ should be exempt. The payment of dues by Government vessels falls eventually on the general body of tax-payers and my Committee submit it is inequitable that a small section of the public should have to pay more in order that the general body should pay less.

3. The reason why Bombay has not been affected is the purely fortuitous one that the local Port Trust happen to be deriving a large revenue from other Government work, but this it is submitted does not affect the principle involved. My Committee therefore support the representation of the Aden Chamber of Commerce and trust that it will receive favourable consideration.—I have, etc.,

R. E. GREGOR-PEARSE,

Secretary.

No. 1287-1920.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, 21st April 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

*The Indian Ports Act (XV of 1908) : Exemption from port dues of Government vessels.*

Dear Sir,—Referring to the correspondence resting with your letter No. 1410-192, dated 29th December 1919, I am now instructed to hand you herewith a copy of a further representation that the Committee of this Chamber have made to the Government of Bengal, in this connection.—Yours faithfully,

H. M. HAYWOOD,

Secretary.

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No. 1285-1920.

BENGAL CHAMBER OF COMMERCE,

ROYAL EXCHANGE,

CALCUTTA, 21st April 1920.

The SECRETARY TO THE GOVERNMENT OF BENGAL.

MARINE DEPARTMENT.

Sir,—I am directed to refer to the correspondence, resting with your letter No. 3745-Mne., dated 3rd December 1919, on the subject of the provisions of section 2 (1) of the Indian Ports Act (XV of 1908), in accordance with which Government vessels are exempted from the payment of port dues at Indian ports.

2. You state that the Government of India are not prepared to accede to the proposal, which was made by the Calcutta Port Commissioners and by this Chamber, that the Act should be so amended as to permit of the levy of port dues on vessels belonging to, or chartered by, Government, but not actually engaged in the conveyance of troops, animals, equipment, munitions, and military stores. The reasons which have influenced the Government of India in coming to this

conclusion appear to be that the proposal would not now be either fair, or reasonable, inasmuch as it would have the effect of benefiting certain ports such as Bombay and Karachi—which have not suffered from the war—without assisting other ports, such as Calcutta and Rangoon, which have suffered from the war. Shipowners also would not benefit, the Government of India contend, seeing that refunds could not be made to them although upon them the enhanced charges levied by the Port Trusts have exclusively fallen.

3. The Vice-Chairman of the Calcutta Port Commissioners, in his letter No. 3387, dated 30th March 1920, to your Department, has in the opinion of the Committee of the Chamber, effectively disposed of the arguments thus advanced by the Government of India. For he has shown conclusively that, had the Government of India dealt more promptly with the representations made by the Commissioners in 1915, and in 1917, the existing situation would not have arisen. The position taken up by the Government is that the claim ought not now to be met—although they are inclined to regard it favourably —because of the great delay on their part in coming to a decision in respect of it. Some idea of the extent of the delay may be gathered from the fact that the last representation made by this Chamber to the Government of Bengal was dated 8th February 1918. In your letter No. 681-Mne., dated 2nd March 1918, you intimated that this had been placed before the Government of India, but it was not until the 5th November 1919 that you were able to communicate the decision of that Government.

4. In the circumstances I am to suggest that the Government of Bengal should again approach the Government of India on the question. The Committee of the Chamber agree with the Port Commissioners that it may be, and in all probability will be, a question of practical importance in the future. In the general interest of the Indian ports it ought, therefore, to be settled now. Nothing is to be gained by delaying a settlement still further; and the example set by the United Kingdom, which was quoted by the Port Commissioners in 1917, and is now again referred to by them, might well be followed in India.—I have, etc.,

H. M. HAYWOOD,

Secretary.

No. P.-1995.

BALLARD ROAD, FORT,
BOMBAY, 29th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to forward herewith for your information a copy of the Trustees' letter No. P.-1667, dated 5th May 1920, addressed to the Government of Bombay, on the subject of the amendment of Section 2 (1) of the Indian Ports Act, 1908, with a view to limiting the exemption from Port dues to vessels belonging to, or in the service of Government, and actually engaged in the conveyance of troops, military animals, equipment, munitions and naval or military stores.—I have. etc.,

W. R. S. SHARPE,
Secretary.

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Copy of letter No. P-1667, dated 5th May 1920, from the Chairman, Bombay Port Trust, to the Secretary to Government. Marine Department.

I have the honour to invite reference to Government Order (Marine Department) No.1850, dated 5th November 1919, conveying the orders of the Government of India on a proposal to amend Section 2 (1) of the Indian Ports Act regarding the levy of Port dues on vessels belonging to or in the service of Government.

2. The reasons given by the Government of India for refusing to amend the Act are—

(*1*) that most of the Port Trusts raised their dues on private shipping during the war in order to meet the losses incurred owing to the decrease in such shipping;

(*2*) that a settlement on the basis proposed would benefit those Port Trusts which have not suffered by the war, but would not assist other Port Trusts which have lost revenue;

(*3*) that the proposed settlement would not benefit shipowners to whom no refunds could now be made.

In reply to these objections the Trustees beg to submit the following arguments :—

*1.* The Bombay Port Trust levied a surtax of 25 per cent. on port dues during the war in order partly to compensate them for the heavy loss of revenue on Government ships exempted from Port dues. The Trustees contend that it is inequitable in principle to make private shipowners pay for the concession enjoyed by ships chartered by Government and which would be liable for full port dues under peace conditions. It is in order to avoid such inequity of treatment on any future occasion that the Trustees desire to see the Act amended.

*2.* and *3.* As far as the Port of Bombay is concerned the Trustees do not ask for the amendment of the Act to have retrospective effect. The legality of the exemptions granted during the war is not in question and, as Government remark, it would now be impossible to refund to private shipowners the enhanced port dues paid by them while the surtax was in force.

3. The Trustees respectfully submit that the reasons stated by the Government of India against amending the Act are not sufficient in themselves if it be shown that the section under reference is inequitable in practice. It is apparent that when this section was drafted Government could not have foreseen that under war conditions the majority of ships entering the Port would be the property of, or under charter to, Government and therefore exempt from payment of port dues, irrespective of the nature of their cargo or the duties on which they were employed.

4. On the general principle involved the Trustees of the Port of Bombay are entirely in agreement with the views of the Karachi, Calcutta and Rangoon Port Trusts and they desire to support those bodies in their request that the Government of India may be moved to reconsider their decision and amend the Section referred to which has clearly been shown to operate unfairly under war conditions. The precise form of the amendment is a matter for Government to decide but it appears to the Trustees that an amendment on the lines already suggested would meet the case, *i.e.*, that the exemption from payment of Port dues should be limited to vessels belonging to or in the service of Government and actually engaged in the conveyance of troops, military animals, equipment, munitions and naval or military stores.

No. 1030-126 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 10th June 1920

The SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

Sir,—I am directed to refer to the correspondence, resting with your letter No. 1851, dated the 5th November 1919, on the subject of the provisions of Section 2 (1) of the Indian Ports Act (XV of 1908), in accordance with which Government vessels are exempted from the payment of port dues at Indian Ports.

2. In this connection, I am to state that my Committee desire strongly to support the further representation upon this subject made by the Chairman, Bombay Port Trust, in his letter No. P.-1667, dated the 5th May 1920, to your Department. At the same time, I am to add that, in the opinion of my Committee, any amendment of the Section upon the lines indicated in paragraph 4 of the Port Trustees' letter will be of little or no effect unless the terms "munitions" and "military stores" are more clearly defined and the accepted definition clearly stated in the law.

3. In conclusion, I am to state that my Committee still hold the views expressed in their letter No. 1292-38, dated the 18th December 1917, to your Department, namely, that the question at issue is essentially one of principle and equity and they, therefore, trust that the Government of India may be moved to reconsider their decision and amend the section above referred to at an early date.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 1031/126 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 10th June 1920.

The SECRETARY, BOMBAY PORT TRUST.

Sir,—I am directed to acknowledge receipt of your letter No. P-1995, dated the 29th May 1920, enclosing a copy of the Trustees' letter No. P-1667, dated the 5th May 1920, addressed to the Government of Bombay and to thank you for the information contained therein.

2. I am to add that my Committee have addressed the Government of Bombay in support of the representation made by the Trustees in the above connection.—I have, etc..

C. B. SAYER,
Acting Secretary.

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No. 1032-126 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 10th June 1920.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

Dear Sir,—I am directed to refer to your letter No. 1287-1920, dated the 21st April 1920, forwarding a copy of a further representation that your Committee have made to the Government of Bengal in regard to the provisions of section 2 (1) of the Indian Ports Act (XV of 1908), and to thank you for the same.

2. In this connection I am now to hand you a copy of a representation that my Committee also have made to the Bombay Government and at the same time to state that, my Committee would suggest that the Government of India be addressed by the Associated Chambers of Commerce in similar terms.

3. I am to add that a copy of my Committee's letter No. 1292/38, dated the 18th December, to which reference is made in the accompaniment to this letter, was forwarded to your Committee under date the 29th December 1920.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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No. P-2241.

BOMBAY PORT TRUST,
BOMBAY, 16th June 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—With reference to your letter No. 1031-126, dated 10th June 1920, I am directed to request that you will kindly favour me

for the Trustees' information, with a copy of your letter addressed to the Government of Bombay in connection with the amendment of Section 2 (1) of the Indian Ports Act, 1908.—I have, etc.,

W. R. S. SHARPE.
Secretary.

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No. 1067-126 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 19th June 1920.

The SECRETARY, BOMBAY PORT TRUST.

Sir,—I am directed to acknowledge receipt of your letter No. P-2241, dated the 16th June 1920, and, in reply, to forward herewith, for the information of your Trustees, a copy of my letter, No. 1030-126, dated the 10th June 1920, addressed to the Government of Bombay in connection with the amendment of Section 2 (1) of the Indian Ports Act, 1908.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 2018-1920.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 5th July 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Exemption of Government Vessels from payment of port dues.*

Dear Sir,—Adverting to your No. 1032-126, dated 10th June 1920, I am directed to say that the Committee have suggested to the Associated Chambers that action should be taken in this matter. A reprint of the correspondence which has passed since 1915 has been placed before the Association for circulation to its members.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

No. 644-A. C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 7th July 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*The Indian Ports Act* 1908 : *Exemption of Government Vessels from Port dues.*

Dear Sir,—With reference to this question I am directed to invite an expression of the opinion of your Chamber on the proposal made by the Bengal Chamber of Commerce in a letter, a copy of which is enclosed. A reprint of the correspondence mentioned in the letter is also attached.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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*Letter No.* 2015-1920, *dated 5th July* 1920, *from the Bengal Chamber of Commerce to the Associated Chambers of Commerce of India and Ceylon.*

I am directed to invite the attention of the Associated Chambers to the attached correspondence, on the subject of the exemption of Government vessels from port dues in Indian ports. And I am to suggest that, if the members of the Association approve, a representation, in support of the proposal that the Government vessels should pay port dues, may be made to the Government of India. It will be observed that the Bombay Chamber has recommended that the Association should take action, and the Bengal Chamber strongly supports the recommendation.

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*List of Correspondence enclosed with the foregoing letter, No.* 644-A.C., *dated the 7th July* 1920.

(1) Letter No. 2528-1915, dated 22nd December 1915, from the Bengal Chamber of Commerce to the Government of Bengal, Marine Department.

(2) *Letter No. 284-1918, dated 8th February 1918, from the Secretary, Bengal Chamber of Commerce, to the Secretary to the Government of Bengal, Marine Department.

(3) Letter No. 681-Mne., dated 2nd March 1918, from the Secretary to the Government of Bengal, Marine Department, to the Secretary, Bengal Chamber of Commerce.

(4) *Letter No. 3377-Mne., dated 5th November 1919, from the Secretary to the Government of Bengal, Marine Department, to the Secretary, Bengal Chamber of Commerce.

(5) *Letter No. 4035-1919, dated 19th November 1919, from the Secretary, Bengal Chamber of Commerce, to the Secretary to the Government of Bengal, Marine Department.

(6) *Letter No. 3745-Mne., dated 3rd December 1919, from the Secretary to the Government of Bengal, Marine Department, to the Secretary, Bengal Chamber of Commerce.

(7) Letters. Nos. 4386, 4387, 4388, 4389, 4390 and 4405, dated 10th December 1919, from the Secretary, Bengal Chamber of Commerce, to the Secretaries, Chambers of Commerce, Bombay, Karachi, Madras, Rangoon and Aden, and the Secretary, Commissioners for the Port of Calcutta.

(8) *Letter No. 1410-1919, dated 29th December 1919, from the Secretary, Chamber of Commerce, Bombay, to the Secretary, Bengal Chamber of Commerce.

(9) *Letter No. 1292-38 of 1917, dated 18th December 1917, from the Secretary, Bombay Chamber of Commerce, to the Secretary to the Government of Bombay, Marine Department, Bombay.

(10) Letter, dated 5th January 1920, from the Secretary, Burma Chamber of Commerce, to the Secretary, Bengal Chamber of Commerce.

(11) Letter No. 728, dated 20th January 1920, from the Vice-Chairman, Commissioners for the Port of Calcutta, to the Secretary, Bengal Chamber of Commerce.

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*Already printed in this Report.

(12) Letter, dated 21st January 1920, from the Secretary, Chamber of Commerce, Madras, to the Secretary, Bengal Chamber of Commerce.

(13) Letter, dated 23rd January 1920, from the Honorary Secretary, Chamber of Commerce, Aden, to the Secretary, Bengal Chamber of Commerce.

(14) Letter No. 1851, dated 5th November 1919, from the Secretary to the Government of Bombay, Marine Department, to the Secretary, Chamber of Commerce, Aden.

(15) Letter No. 3059, dated 23rd March 1920, from the Secretary to the Commissioners for the Port of Calcutta, to the Secretary, Bengal Chamber of Commerce.

(16) Letter No. 3429, dated 30th March 1920, from the Vice-Chairman to the Commissioners for the Port of Calcutta, to the Secretary to the Government of Bengal, Marine Department.

(17) Letter No. 1285-1920, dated 21st April 1920, from the Secretary, Bengal Chamber of Commerce, to the Secretary to the Government of Bengal, Marine Department.

(18) Letter No. 174 T. Mne., dated 5th May 1920, from the Secretary to the Government of Bengal, Marine Department, to the Secretary, Bengal Chamber of Commerce.

(19) Letter No. 374, dated 20th May 1920, from the Secretary, Karachi Chamber of Commerce, to the Secretary, Bengal Chamber of Commerce.

(20) * Letter No. 1032-126 of 1920, dated 10th June 1920, from the Secretary, Bombay Chamber of Commerce, to the Secretary, Bengal Chamber of Commerce.

(21)* Letter No. 1030-126, dated 10th June 1920, from the Bombay Chamber of Commerce, to the Government of Bombay, Marine Department.

*Already printed in this Report.

Extract from letter No. 2528-1915, dated the 22nd December 1915.

From—The Bengal Chamber of Commerce,

To—The Government of Bengal, Marine Department.

* * * *

I am also to refer to two other matters, which are not mentioned in the Bill, which have arisen in the course of its discussion. The first of these is raised by the Calcutta Port Commissioners and is the matter of the exemption from port dues, under section 2 (1) of the Act, of all vessels in the service of His Majesty, or the Government of India. As is pointed out by the Commissioners, comparatively few Government vessels entered the port of Calcutta prior to the outbreak of war. But since the war began such vessels have largely increased in number, with the result that a considerable revenue has been lost to the port. The Committee of the Chamber agree with the Commissioners that it is incorrect in principle for the Government to claim exemption for these ships, many of which are in ballast, or are carrying horses other than the horses of troops embarking, or disembarking, at the port. And they support the suggestion that the Act should be so amended as to limit the exemption to war-ships, and ships actually engaged in the conveyance of troops, military animals, equipment, munitions and stores.

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Letter No. 681-Mnc., dated Calcutta, the 2nd March 1918.

From—The Secretary to the Government of Bengal, Marine Department,

To—The Secretary, Bengal Chamber of Commerce.

I am directed to acknowledge the receipt of your letter No. 284, dated the 8th February 1918, on the question of limiting the exemptions under Section 2 (1) of the Indian Ports Act, 1908, of Government vessels from payment of port dues, to men-of-war and ships actually engaged in the conveyance of troops, military animals, equipment, munitions and stores.

I am to inform you that the views of the Port Commissioners, Calcutta, on the subject have already been placed before the Government of India, whose orders are awaited. They will be communicated to the Chamber in due course.

Letters Nos. 4386, 4387, 4388, 4389, 4390 and 4405, dated Calcutta, the 10th December 1919.

From—The Secretary, Bengal Chamber of Commerce,

To—The Secretaries, Chambers of Commerce, Bombay, Karachi, Madras, Rangoon and Aden, and the Secretary, Commissioners for the Port of Calcutta.

1.—Cutting from abstract of proceedings of the Bengal Chamber of Commerce for January 1918.
2.—Letter No 681-Mne., dated 2nd March 1918, from the Government of Bengal, Marine Department, to the Bengal Chamber of Commerce.
3.—Letter No. 337.-Mne, dated 5th November 1919, from the Government of Bengal, Marine Department, to the Bengal Chamber of Commerce.
4.—Letter No 4035, dated 10th November 1919, from the Chamber to the Government of Bengal, Marine Department.
5.—Letter No. 3745-Mne, dated 3rd December 1919, from the Government of Bengal, Marine Department, to the Chamber.

I am directed to ask if you will be good enough to favour the Committee of this Chamber with an expression of the views of ——your Chamber—— / the Port Commissioners on the points raised in the marginally noted correspondence on this subject. Copies of the papers are attached hereto.

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Letter, dated Rangoon, the 5th January 1920.

From—The Secretary, Burma Chamber of Commerce,

To—The Secretary, Bengal Chamber of Commerce.

In reply to your letter of December 10th, 1919, on the question of the exemption of Government vessels from port dues, I am directed to say that as the Government definitely refuse to pay port dues and as there seems to be no means of compelling them to do so, the Committee of this Chamber does not consider any action can be taken at present.

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Letter No. 728, dated Calcutta, the 20th January 1920.

From—The Vice-Chairman, Commissioners for the Port of Calcutta,

To—The Secretary, Bengal Chamber of Commerce.

With reference to your letter No. 4405, dated 11th December 1919 regarding the exemption of Government vessels from Port Dues, I beg to inform you that this question was considered by the Port Commissioners at their 1749th Meeting held on Monday, 12th January 1920, and I enclose an *Extract copy of the Proceedings. It is proposed to address the other Port trusts in India with a view to concerted action

* Not printed.

in respect of the exemption of Government vessels from Port Dues and also to bring to their notice the case referred to in paragraph 4 of the Vice-Chairman's note, dated 8th January, in which under the authority of the Army Tolls Act, exemption from landing charges has been claimed on account of Government motor cars landed by the Commissioners at their jetties.

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Letter, dated Madras, the 21st January 1920.

From—The Secretary, Chamber of Commerce, Madras.

To—The Secretary, Bengal Chamber of Commerce.

In reply to your letter No. 4388—1919, dated the 10th December 1919, I am to say that my Chamber endorse the views of the Bengal Chamber as set forth in your letter No. 284—1918, dated the 8th February 1918, to the Government of Bengal, Marine Department.

My Chamber also considers the amendment of Section 2 (1) of the Indian Ports Act, 1908, to be highly desirable and I am to say that they are prepared to support any further representation you may submit to Government on the subject.

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Letter, dated Aden, the 23rd January 1920.

From—The Honorary Secretary, Chamber of Commerce, Aden.

To—The Secretary, Bengal Chamber of Commerce.

Replying to your letter No. 4390 of 10th December 1919 I enclose copy of a letter this Chamber has received from the Secretary of the Bombay Government, dated 5th November 1919, from which you will gather that it is not intended to tax any Government vessels retrospectively and they do not consider that any amendment of the Law or the lines suggested is at present required.

This Chamber, however, looking to the future, is strongly of opinion that such a state of affairs should not ever be allowed to happen again and that it is urgent that the law should now be amended to provide, for payment of dues by all Government vessels except men of war and troops transports.

The result of the enhanced charges made by the Aden Port Trust owing to the large number of Government vessels not paying dues has been, that the whole of the trade here has suffered,—and not shipping, —for merchants have had to pay, and are still paying double the former rates for port tolls on cargo, wharfage, and other charges.

It is hoped your Chamber will follow this matter up to a successful issue, and I have to express the hearty thanks of this Chamber for the support you have given to their views.

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Letter No. 1851, dated Bombay Castle, the 5th November 1919.

From—The Sercetary to the Government of Bombay, Marine Department.

To—The Secretary, Chamber of Commerce, Aden.

I am directed to say that the presentation made by your Chamber in their letter No. 70, dated the 21st November 1917, regarding the proposal to amend section 2 (1) of the Indian Ports Act, 1908, so as to allow of the levy of port dues on vessels belonging to or chartered by Government was placed before the Government of India. That Government has now arrived at the following decision in the matter, which I am to communicate for the information of your Chamber.

2. The Government of India have carefully considered the views expressed by your Chamber but, in view of the fact that during the continuance of the war most of the Port Trusts raised their dues on private shipping in order to meet the losses incurred by the decrease in such shipping, they are unable to concur with those views. They do not consider that the proposed settlement would now be either fair of reasonable, inasmuch as its effect would merely be to the future benefit of certain Port Trust such as those of Bombay and Karachi, which have not suffered by the operations of the war, without assisting the other Port Trust, such as those of Calcutta and Rangoon which have suffered heavily by the same operations, and without benefiting shipowners to whom no refunds can now be made, although it is upon them that the enhanced dues imposed by the Port Trust have exclusively fallen. The Government of India do not consider, therefore, that any amendment of the law on the lines suggested is at present required.

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Letter No. 3059, dated Calcutta, the 23rd March 1920.

From—The Secretary to the Commissioners for the Port of Calcutta,

To—The Secretary, Bengal Chamber of Commerce.

With reference to your letter No. 990 of the 20th instant, I beg to inform you that the Chairman, Karachi Port Trust was addressed proposing a joint representation to Government, as it was understood

he had already taken up the subject with other Port Trusts. He is, however, of the opinion that the distance separating the Ports would make joint action impossible or at any rate a very lengthy proceeding and he has already addressed Government direct. It is understood that the other Port Trusts are taking similar action and a draft letter to the Government of Bengal will be placed by the Vice-Chairman before the Calcutta Port Commissioners at their next meeting. If approved, the letter will be issued at once, and copies will sent to you and to the Port Trusts.

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Letter No. 3429, dated Calcutta, the 30th March 1920.

From—The Secretary to the Commissioners for the Port of Calcutta,

To—The Secretary, Bengal Chamber of Commerce.

In continuation of this office letter No. 3059 of the 23rd instant, I beg to forward herewith a copy of letter No. 3387 of to-day's date to the Secretary to the Government of Bengal, Marine Department, on the subject of the exemption of Government vessels from port dues.

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Letter No. 3387, dated Calcutta, the 30th March 1920.

From—The Vice-Chairman to the Commissioners for the Port of Calcutta,

To—The Secretary to the Government of Bengal, Marine Department.

I have the honour to address you with reference to correspondence ending with your letter No. 3576, dated 5th November 1919, on the subject of the proposed amendment of Section 2 (1) of the Indian Ports Act (XV of 1908) to admit of the levy of Port Dues on Government vessels not actually engaged in the conveyance of troops, military animals, equipment, munitions and military stores.

2. This question was first raised by the Calcutta Port Trust in December 1915, when my predecessor addressed the Government of Bengal in a letter dealing with certain amendments of the Indian Ports Act then under consideration, and which became law as Act VI of 1916. In that letter it was stated that large numbers of vessels chartered by Government were entering the Port, bringing horses (not

being the horses of troops embarking or disembarking at the Port) or in ballast to carry coal or other stores from Calcutta ; as the Section in the Act was worded, all such vessels were exempt from Port Dues, with the result that a considerable revenue had thus been lost to the Trust, and had to be made good by the general shipping and trade of the Port. The Calcutta Port Commissioners urged that, as a matter of principle, it was incorrect for Government to claim exemption from dues levied for the general upkeep of a Port equipped and maintained solely out of the rates levied on its shipping and trade, and they did not think that this could have been the intention of the Legislature. They therefore asked that the opportunity which then existed through the amendment of the Act in other respects should be utilized to do away with this anomaly, and that the exemption should be limited to men-of-war and ships actually engaged in the conveyance of troops, military animals, equipment, munitions and stores.

3. To this representation no reply was received, and no such alteration of the Indian Ports Act was made in the amending Act of 1916. In the meantime the attitude adopted by the Calcutta Port Trust has been endorsed, it is understood, by the Ports of Bombay, Karachi, Madras, Rangoon and Aden, each of which has, it is believed addressed the Local Government concerned on somewhat similar lines.

4. In the United Kingdom, practically the same question arose. Though there was nostatutory exemption such as that given by Section 2 (1)of the Indian Ports Act, it was claimed by the Crown that they were entitled to the use, without payment of dues and rates, of the Ports docks and harbours of the United Kingdom ; that this right extended to transports and other vessels taken up by the Government, whatever the terms of the charter and relations between the Government and the ship-owners, and that such exemption applied to goods, animals and stores of all kinds. The contention of the Government was from the first denied by the authorities of the different Ports, who argued that the undertaking for which they were responsible should not be placed in a worse position than others whose services and property the Crown had engaged and made use of, and in particular they adduced the case of the British railways and ship-owners who were being paid their proper charges by Government. After lengthy negotiations the settlement detailed in the memorandum No 16, dated 11th De-

cember 1916, issued by the Treasury of the United Kingdom was accepted by both parties. The relevant portion of this settlement is as follows:—

"(1) *In respect of ships.*—A. Port, Harbour and Dock Dues.

(*a*) For ships belonging to the Royal Navy and ships requisitioned during the war for naval use as transports, minesweepers, patrolships, etc.

| | |
|---|---|
| (I) Port, Harbour and Dock Dues where vessels have the use of berths in open or closed docks or at other quays or jetties in the Port .. .. .. | Percentage of ordinary tariff 75 per cent. |
| (II) Port and Harbour Dues in open Harbours where use is not made of the facilities specified under (1) above .. | *Nil.* |

(*b*) For Requisitioned and Prize ships engaged in discharging and or loading grain, sugar, timber, meat and other goods which are not munitions or naval or military stores.

Port, Harbour and Dock Dues .. 100 per cent.

Full dues will also be paid for the period of the war only on ships carrying coal for the Navy."

5. During the progress of the war, no definite reply was received from Government to the representations of the Indian Port Trusts, but in your letter under reference, it is stated that the Government of India, after careful consideration, have come to the conclusion that no amendment of the law, in the direction suggested, is at present required, and in the Government of India's letter No. 8033, dated 2nd October 1919: to the Government of Bombay, it is further stated that the payment of Port Dues cannot be made, in view of the fact that during the continuance of the war most of the Port Trusts raised the dues on private shipping in order to meet the losses incurred by the decrease in such shipping; it is contended that Bombay and Karachi, which did not suffer by the operations of the war, would be further benefited without assisting the other Port Trusts, which had

suffered heavily by the same operations and without benefiting ship-owners to whom no refunds could now be made, although it is upon these that the enhanced dues imposed by the Port Trusts have exclusively fallen. Consequently, it is stated that the Government of India do not consider any amendment of the law on the lines suggested to be at present required.

6. In reply my Board would respectfully urge that the practical difficulty, on the strength of which the Government of India decline to accept the proposed amendment, is not of their own making, and that it might have been avoided. The issue was first raised, as shown above, before the end 1915, and although in the case of Calcutta, it had already been found necessary to enhance charges to meet the decrease in shipping, the second and heavier enhancement which was found necessary in 1917 was then not even contemplated, and the acceptance by Government of liability for these vessels would undoubtedly have modified the Commissioners' requirements to some extent. Had the case received consideration within a shorter period, or at least soon after the decision of the British Government was known, the present position, in view of which Government have declined to accede to our proposal, would never have arisen, and the Commissioners find it necessary to demur to the suggested argument that a claim, which they infer is regarded by Government as reasonable and justifiable in itself, can properly be declined on the ground that the time taken by Government in meeting it, has weakened the case for settlement.

7. Moreover, they are not prepared to admit that the question is unlikely to be one of practical importance in the future. It is utopian to assume that wars will not occur again, and it is possible the Eastern ports in India may be more directly concerned. Hence, while the Calcutta Port Commissioners share the general hope that no such contingency may arise within the next few years, they cannot regard this attitude as furnishing adequate reasons for maintaining an unsatisfactory position.

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Letter No. 1285-1920, Calcutta, dated 21st April 1920.

From—The Secretary, Bengal Chamber of Commerce,

To—The Secretary to the Government of Bengal, Marine Department.

I am directed to refer to the correspondence, resting with your letter No. 3745-Mne., dated 3rd December 1919, on the subject of the provision of section 2 (1) of the Indian Ports Act, (XV of 1908), in accordance with which Government vessels are exempted from the payment of port dues at Indian ports.

2. You state that the Government of India are not prepared to accede to the proposal, which was made by the Calcutta Port Commissioners and by this Chamber, that the Act should be so amended as to permit of the levy of port dues on vessels belonging to, or chartered by Government, but not actually engaged in the conveyance of troops, animals, equipment, munitions, and military stores. The reasons which have influenced the Government of India in coming to this conclusion appear to be that the proposal would not now be either fair, or reasonable inasmuch as it would have the effect of benefiting certain ports such as Bombay and Karachi which have not suffered from the war without assisting other ports, such as Calcutta and Rangoon which have suffered from the war. Shipowners also would not benefit, the Government of India contend, seeing that refunds could not be made to them although upon them the enhanced charges levied by the Port Trusts have exclusively fallen.

3. The Vice-Chairman of the Calcutta Port Commissioners in his letter No. 3387, dated 30th March 1920, to your Department, has, in the opinion of the Committee of the Chamber, effectively disposed of the arguments thus advanced by the Government of India. For he has shown conclusively that, had the Government of India dealt more promptly with the representations made by the Commissioners in 1915, and in 1917, the existing situation would not have arisen. The position taken up by the Government is that the claim ought not now to be met—although they are inclined to regard it favourably—because of the great delay on their part in coming to a decision in respect of it. Some idea of the extent of the delay may be gathered from the fact that the last representation made by this Chamber to the Government of Bengal was dated 8th February 1918. In your letter No. 681-Mne., dated 2nd March 1918, you intimated that this had been placed before the Government of India; but it was not until the 5th November 1919 that you were able to communicate the decision of that Government.

4. In the circumstances I am to suggest that the Government of Bengal should again approach the Government of India on the question. The Committee of the Chamber agree with the Port Commissioners that it may be, and in all probability will be, a question of practical importance in the future. In the general interest of the Indian ports it ought, therefore, to be settled now. Nothing is to be gained by delaying a settlement still further; and the example set by the United Kingdom, which was quoted by the Port Commissioners in 1917, and is now again referred to by them might well be followed in India.

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Letter No. 174 T-Mne.; dated Dajeeling, the 5th May 1920.

From—The Secretary to the Government of Bengal, Marine Department.

To—The Secretary, Bengal Chamber of Commerce.

With reference to your letter No. 1285, dated the 21st April 1920, regarding the amendment of Section 2 (1) of the Indian Ports Act, 1908, I am directed to say that the representation of the Committee of the Chamber of Commerce on the subject has been forwarded to the Government of India for their consideration and orders.

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Letter No. 374, dated Karachi, the 20th May 1920.

From—The Secretary, Karachi Chamber of Commerce,

To—The Secretary, Bengal Chamber of Commerce.

I beg to acknowledge receipt of your letter of the 21st ultimo forwarding a copy of a further representation made by your Chamber to the Government of India urging the amendment of the Indian Ports Act so as to permit the levy of Port dues on vessels belonging to or chartered by Government.

In reply I am directed to forward for the information of your Chamber a copy of the minutes of the meeting of this Chamber with the Finance Member in this connection.

*Extract from Proceedings.*

* * * *

There were several financial matters regarding which the Chamber welcomed this opportunity of expressing their views, local matters all-India matters and Imperial matters. With regard to local matters,

they desired to invite the attention of Government to the position of Karachi Municipal and Karachi Port Trust finances. Both the Municipality and the Port Trust had been compelled substantially to raise their charges, dues and taxation (thus adding to the cost of living and carrying on business in Karachi) in order to make both ends meet. These increases were partly necessitated by the fact that the Government in the naval, military and Railway departments, had not yet paid their fair share towards the cost of provision and unkeep of the facilities which Karachi had afforded during the war. To expect the people of Karachi who, with everybody, else, contributed through general taxation to the carrying on of the war, to tax themselves still further in order to provide and maintain during the five years of war a free City and Port for the benefit of the rest of India would be grossly unfair. There were plenty of precedents for special grants to local bodies in war time, and the Chamber hoped that the Financial Member would represent the case to the Government of India and so secure a substantial measure of justice for Karachi.

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No. 1392-126 OF 1920.

CHAMBER OF COMMERCE,
BOMBAY, 23rd July 1920.

The SECRETARY,

THE ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON.

Dear Sir,—I am directed to acknowledge receipt of your letter No. 644-A. C., dated the 7th July 1920, and its accompaniments. upon the subject of the Indian Ports Act, 1908.

2. In reply I am to state that my Committee are strongly in favour of the suggestion that the Association should make a representation to the Government of India in support of the proposal that Government vessels should pay port dues.—I am, etc.,

C. B. SAYER,
Acting Secretary.

No. 802 A. C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 17th August 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*The Indian Ports Act* 1908: *Exemption of Government vessels from port dues.*

Dear Sir,—With reference to your letter No. 1392, dated 23rd July 1920, I beg to send herewith, for your information, a copy of the representation which has been made to the Government of India on this subject.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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No. 801-A. C.

ASSOCIATED CHAMBERS OF COMMERCE,
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 17th August 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
MARINE DEPARTMENT.

Sir,—I am directed to address you on the subject of the provisions of section 2 (1) of the Indian Ports Act, 1908, in accordance with which, Government vessels are exempted from the payment of port dues at Indian ports.

2. I am to submit, for the information and consideration of the Government of India, the attached reprint* of correspondence between several of the Chambers of Commerce, the Calcutta Port Commissioners, and the Bengal and Bombay Governments, on this question.

*For reprint of correspondence, see accompaniments to letter No. 644 A. C., dated the 7th July 1920.

It is within the knowledge of your Department that these Chambers have for some time past urged that the Act should be so amended as to permit of the levy of port dues on vessels belonging to, or chartered by, Government, but not actually engaged in the conveyance of animals, equipment, munitions and military stores. The Associated Chambers have now examined the question, and they have instructed me to state that they strongly and unanimously support this proposal. They are aware that the Government of India have not been so far disposed to regard it favourably; but they venture nevertheless to recommend that it may be again considered, and that due weight may be given to their view. It may not be, at the moment, a question of great practical importance, but it may become such in the future, and in the interests of the principal Indian ports a settlement now is desirable.—I have, etc.,

H. M. HAYWOOD,
Secretary.

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# APPENDIX T—4.

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## CLEARING OF GOODS AT THE PORT OF BOMBAY.

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UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 15th November 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I beg to invite your attention to my letter, dated 21st October last, regarding excessive delays and difficulties in clearing goods at the port of Bombay and to request the favour of a reply at an early date.—Yours faithfully,

J. G. RYAN,
Secretary.

No. 2055-223 OF 1920.

CHAMBER OF COMMERCE,
BOMBAY, 18th November 1920.

The SECRETARY, UPPER INDIA CHAMBER OF COMMERCE,
Cawnpore.

Dear Sir,—With reference to your letter of the 15th instant, I beg to state that your letter of the 21st October regarding excessive delays and difficulties in clearing goods at the Port of Bombay does not appear to have been received in this office. I shall be obliged therefore if you will kindly arrange to send me a copy of the same.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 22nd November 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—As desired in your letter No. 2055-223 of 18th instant, I beg to send you herewith a copy of this office letter, dated 21st October last and shall be glad to receive an early reply.—Yours faithfully,

J. G. RYAN,
Secretary.

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*Copy of a letter, dated 21st October 1920, from the Upper India Chamber of Commerce, Cawnpore, to the Secretary, Bombay Chamber of Commerce, Bombay.*

Those members of the Upper India Chamber who have recently imported machinery stores or trade goods from Home *via* Bombay are unanimous in their complaints as to the excessive difficulties and delays experienced in clearing their goods at the Port of Bombay and also as to the extremely high charges levied by the Port authorities for warehousing, wharfage, etc.

The position is the worse for the recent curtailment of the free time allowance, not that even the previous free time would be of much advantage in the present congested state of the Docks but as it is an entirely unnecessary aggravation of a position for which the unfortunate consignee of the goods is in no way responsible.

I am directed to enquire what steps your Chamber has taken to improve a situation which must be as fruitful of complaints to the Bombay Chamber as it is to ours.

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No. 2382–223 OF 1920.

CHAMBER OF COMMERCE,
BOMBAY, 3rd December 1920.

The SECRETARY, UPPER INDIA CHAMBER OF COMMERCE,
Cawnpore.

Dear Sir,—I am directed to acknowledge receipt of your letter, dated the 22nd November 1920, and enclosure, regarding the excessive delay and difficulty experienced by merchants in clearing goods at this port.

2. In reply I am to state that, in the opinion of my Committee, the trouble to which you refer is occasioned, to a very large extent, by the action of a certain number of the merchants themselves in refusing to take delivery of consignments owing to the present exchange depression and thus prejudicing the position of other consignees.

3. For the above reason, my Committee have refrained from representing to the Port Trust the difficulties of a situation which is well apparent to that body but not within its power to alleviate. My Committee have no doubt, however, that any specific cases of individual hardship your Committee may submit to the Board will receive the Trustee's careful consideration.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 8th December 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I beg to thank you for your letter No. 2382–223 of 3rd instant, and note what you write regarding the excessive delay and difficulty experienced by merchants in clearing goods from the Port of Bombay.—Yours faithfully,

J. G. RYAN,
Secretary.

# APPENDIX T-5.

## AUCTION SALE OF UNCLAIMED GOODS AT THE DOCKS.

Translation of a telegram, dated 24th December 1920.

From—Chamber of Commerce, Manchester,

To—Chamber of Commerce, Bombay.

Respecting Bombay Port Trust's letter to you dated 1st November to what extent is selling proceeding. Are goods sold out of warehouses or only derelict goods off jetties? What action has been taken locally? Can you offer any suggestions for action here?

TELEGRAM, dated the 20th December 1920.

From—London Chamber of Commerce,

To—Chamber of Commerce, Bombay.

Largely attended meeting London indent merchants trading with India attention called to communications reporting that Bombay Port Trust intended selling in mid-November goods of which delivery refused. Please inform us if such sale has taken place.

No. 42-34 of 1921.

CHAMBER OF COMMERCE,
BOMBAY, 7th January 1921.

The SECRETARY, LONDON CHAMBER OF COMMERCE,
London.

Dear Sir,—I am directed to acknowledge receipt of your cablegram, dated the 20th December 1920, reading as under:—

> "Largely attended meeting London indent merchants trading with India attention called to communications reporting that Bombay Port Trust intended selling in mid-November goods of which delivery refused. Please inform us if such sale has taken place."

2. In reply I am to state that seven monthly sales of the nature referred to in your cable have now been held and my Committee are advised that the sales have had a beneficial effect in that there is now

a marked tendency upon the part of consignees to take up their consignments with less delay than hitherto. The congestion at the docks at the present moment is very great and my Committee consider that the Port Trustees' action is in the best interests of all concerned.

3. The procedure in regard to the sales is that consignments on arrival are placed in the transit sheds and subsequently transferred to the warehouses when it is necessary to make room in the former for further consignments. Section 64 of the Bombay Port Trust Act, 1879, as from time to time amended provides that if the rates payable to the Board in respect of any goods are not paid, or the lien for freight is not discharged the Board may sell such goods by public auction at the expiration of two months from the time when the goods were placed in their custody. In practice the time is reckoned from the date of the goods' arrival in the warehouses and as a further transfer to the Board's sale warehouses has to be effected before the actual sales can be held the period during which the consignee may take delivery of his goods is invariably of a considerably longer duration than the prescribed two months.

4. After careful consideration of the facts of the case as above described, my Committee are of opinion that the Port Trust is interpreting its own rules in a spirit which can only be described as reasonable, even if the rules themselves err on the side of severity, and they are not disposed to take any action in the matter.—Yours faithfully.

C. B. SAYER,
Secretary.

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Similar letter to Manchester Chamber of Commerce acknowledging receipt of their telegram, dated 24th December 1920.

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1, 2 & 3, Oxford Court,
& 97, Cannon Street,
London, E. C. 4.
27th January 1921.

The Secretary, Chamber of Commerce,
Bombay.

Dear Sir,—I have to acknowledge with thanks, the receipt of your letter of the 7th current, in which you inform me of the position in connection with the refusal of consignees to accept delivery of goods.

I am particularly obliged for the explanation which you have added, and I am circulating the information to the London Indent merchants interested in trade with India.

With compliments, and renewed thanks,—I am, etc.,

CHARLES E. MUSGRAVE,

Secretary.

## APPENDIX T-6.

## INSURANCE OF GOODS STORED IN 'B' WAREHOUSE, ALEXANDRA DOCK.

BOMBAY, 20th September 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—A large proportion of recent arrivals of piece-goods have been warehoused by the Port Trust in "B" Shed, Alexandra Docks.

We found on Saturday that we were under-insured against fire for this Shed, and have since been endeavouring to increase our insurance, but without success as every Fire Insurance Company seems to have reached its limit for this particular Shed.

As we understand there are several other firms placed in a similar position we have the honour to request the Chamber's co-operation:—

(1) By requesting the Port Trust to refrain from warehousing further packages in "B" Shed, Alexandra Docks, until steps have been taken to enable firms to effect Fire Insurance.

(2) By putting this question before the Bombay Underwriters' Association with a view to increasing the limits at present imposed upon this Warehouse.—Yours faithfully,

LATHAM ABERCROMBIE & CO.

No. 1721/205 of 1920

CHAMBER OF COMMERCE,
BOMBAY, 22nd September 1920.

MESSRS. LATHAM ABERCROMBIE & Co.,
Bombay.

Dear Sirs,—With reference to your letter, dated the 20th September 1920, I am directed to state that my Committee have decide. , after consultation with the Bombay Fire Insurance Association, to support the representation which the Committee of the Association is making to the Port Trust in regard to the desirability of converting the whole of "B" Warehouse Alexandra Dock at an early date into a "protected" one for the storage of textiles in bales and cases only.—

Yours faithfully,
C. B. SAYER,
Acting Secretary.

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No. 124-B.

THE BOMBAY FIRE INSURANCE ASSOCIATION,
GRAHAM'S BUILDING,
BOMBAY, 24th September 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Warehouses "B" Alexandra Docks.*

Dear Sir,—We are directed to enclose herewith copy of a letter addressed to the Acting Manager, Bombay Port Trust Docks, Bombay, with regard to the subject of storage in the above Warehouse, for your information.—Yours faithfully,

A. F. FERGUSON, & Co.,
Secretaries.

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No. 124-B.

BOMBAY, 24th September 1920.

The ACTING MANAGER, BOMBAY PORT TRUST, DOCKS,
Bombay.

Dear Sir,—It has been represented to our Committee that there has been a great deal of inconvenience caused to firms in Bombay by the fact that they are unable to obtain the amount of insurance they require

for their goods stored in Warehouse "B"; the reason being that this Warehouse is not restricted in its storage of goods such as the "Protected" Warehouses are.

In your letter No. W-9-3-4527 of the 15th instant, you advised that the Warehouse "will now be used for the storage of piecegoods, rice and sundry goods, and will not be reserved for textiles only."

Our Committee understood that this Warehouse was to be reserved for piece goods in bales and cases and metals only, and if it were so reserved the amount of insurance required in all probability would be available.

They direct us to suggest, for consideration, the conversion of this Warehouse into a "Protected" one and would be glad of your advices in the matter at as early a date as possible.— Yours faithfully,

A. F. FERGUSON, & Co.,

Secretaries.

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No. 1754-205 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 25th September 1920.

The SECRETARY, BOMBAY PORT TRUST,
BALLARD ROAD.

Sir,—I am directed to state that my Committee are in receipt of a copy of a letter which the Secretaries of the Bombay Fire Insurance Association have addressed to the Acting Docks Manager, under date the 24th September 1920, with reference to the difficulty at present experienced in effecting Fire Insurance in respect of goods stored in "B" Warehouse, Alexandra Docks.

2. As the attention of my Committee has also been drawn to the position described in the first paragraph of the Secretaries' letter I am to state that they desire strongly to support the suggestion that "B" warehouse should be converted at the earliest possible date into a "Protected" warehouse and reserved for the storage of piece-goods in bales and cases, and metals only.—I have, etc.,

C. B. SAYER,

Acting Secretary.

No. 1744-205 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 25th September 1920.

The SECRETARIES, BOMBAY FIRE INSURANCE ASSOCIATION,
GRAHAM'S BUILDING.

Dear Sirs,—I am directed to acknowledge receipt of your letter, No. 124-B, dated the 24th instant, forwarding a copy of the representation addressed to the Bombay Port Trust urging the conversion of "B" Warehouse, Alexandra Docks, into a "Protected" Warehouse, and to inform you that my Committee have strongly supported the same.

2. I am further to ask you kindly to convey to your Chairman the grateful thanks of my Committee for the assistance he has rendered them in the matter.—I am, etc.,

C. B. SAYER,
Acting Secretary.

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No. 1907-205 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 20th October 1920.

The SECRETARY, BOMBAY PORT TRUST,
Ballard Road.

Sir,--I am directed to invite your attention to my letter, No. 1754-205, dated the 25th ultimo on the question of the conversion of "B" warehouse, Alexandra Dock, into a "Protected" Warehouse and to inquire when my Committee may expect a reply thereto.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. B-2929.

BOMBAY PORT TRUST,
BOMBAY, 25th October 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—With reference to your letter No. 1754-205, dated 25th September 1920 and subsequent reminder No. 1907-205, dated 20th

October 1920, I beg to inform you that the Trustees at their last meeting passed a resolution that "B" Warehouse, Alexandra Dock should until further orders be set apart exclusively for the storage of piece-goods, yarns and other textile fabrics (excluding gunnies and hessians) in original bales and cases and metals.

The order is being published in the *Bombay Government Gazette* and daily newspapers, and a copy of the Notification will be sent to you by the Trustees' Docks Manager.—Yours faithfully,

W. R. S. SHARPE,
Secretary.

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*Extract from Bombay Government Gazette, dated 4th November* 1920, *Part II, page* 1383.

BOMBAY PORT TRUST DOCKS.

"PROTECTED" WAREHOUSES.

*Notice.*

Referring to paragraph 3-B of the Warehouse By-laws, it is hereby notified that B Warehouse, Alexandra Dock, is, until further notice, exclusively set apart for the storage of piecegoods, yarns and other, textile fabrics (excluding gunnies and hessians) in original bales and cases, and metals.

By order of the Trustees,
A. E. PINSENT,
Acting Manager.

BOMBAY, 27th October 1920.

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# APPENDIX T-7.

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## PILFERING AT THE DOCKS.

G. M.-2-18.

BOMBAY, 20th April 1920

The SECRETARY, CHAMBER OF COMMERCE.
Bombay.

Sir,—We have the honour to draw the attention of the Chamber to the increasing number of cases of pilferage of imported piece goods

which are occurring. During the past few months we have had no fewer than five serious cases of pilferage; in two of the instances over 80% of the contents of the cases were missing, and we hear that other firms are suffering in the same way.

We also notice an increased number of breakages, and as we have been advised by our home office that the wood used in making cases is up to pre-war standard, it would appear that this increase is due to rough handling.

We think these are matters which the Chamber might well take up with the Steamship Companies and the Bombay Port Trust.—We have, etc.,

LATHAM ABERCROMBIE & Co.

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No. 649-122 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 3rd May 1920.

The SECRETARY, BOMBAY PORT TRUST,
Ballard Road.

Sir,—Certain members of this Chamber have again drawn attention to cases of pilfering from packages of imported piecegoods and my Committee are, therefore, desirous of securing information under the following heads :—

(a) Whether the Port Trustees are of opinion that cases of pilfering have increased during the past three or four months.

(b) Whether in any recent prosecutions for these thefts, it can be stated with what firm the accused were employed.

(c) Whether these thefts are confined to consignments by a particular line of steamers or to piecegoods packages arriving by all lines generally.

(d) Whether these thefts are confined to one particular form of baling or packing.

2. My Committee will much appreciate any information you can furnish them with on the above points.—I have, etc,

R. E. GREGOR-PEARSE,
Secretary.

No. B-1300.

BOMBAY PORT TRUST,
BOMBAY, 18th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—With reference to your interview with the undersigned on the 1st instant and subsequent letter No. 649 122 of the 3rd idem, I am directed to give below the information you ask for :—

(*a*) Petty pilferage in the Docks has been considerably on the increase during the past few months; 174 thefts were reported during the period January—March 1920, against 67 during the 3 months October—December 1919. 155 convictions were obtained during the 3 months ending March 1920.

(*b*) It is found that in most cases the offenders belong to the Mowali Class.

(*c*) Pilfering is not confined to any particular line of steamers.

(*d*) The thefts are not confined to any particular class of goods.

2. I am to state that the Trustees are giving this matter their close attention and further steps are being taken to make all the sheds and warehouses burglar proof as far as possible.

3. It is greatly to be regretted that the sentences passed by the Bombay Magistrates on persons convicted of petty theft are much too inadequate to deter them from future offences of a similar nature. In this connection I am to say that the Commissioner of Police has again been requested to press for heavier sentences in future.—I have, etc.,

W. R. S. SHARPE,
Secretary.

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No. 1009—122 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 4th June 1920.

The SECRETARY, BOMBAY PORT TRUST,
Ballard Road.

Sir,—I am directed to acknowledge receipt of your letter No. B-1300, dated the 18th May 1920, upon the subject of pilferage in the docks and to thank you for the information contained therein.

2. In reply I am to state that my Committee note that the Commissioner of Police has been requested to press for heavier sentences and they are of the opinion that action taken on these lines would have a deterrent effect.

3. At the same time my Committee desire particularly to emphasise the fact that it is not only petty pilfering that is complained of but also serious thefts, chiefly of piece goods, involving the breaking open of heavy packages. It is in this latter connection that I am to ask whether they may be informed as to the nature of any steps that may have been taken to protect import cargo, in a more adequate manner.

4. I am to add that more efficient supervision in the Docks themselves would appear to provide the only remedy and my Committee would be glad to know whether the Dock Police are up to full strength and if so, whether the total strength cannot be increased and at the same time, more efficient supervision exercised.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. B-1792.

BOMBAY PORT TRUST.
BOMBAY, 30th June 1920.

The SECRETARY, CHAMBER OF COMMERCE.
Bombay.

Sir,—With reference to your letter No. 1009-122, dated 4th June 1920, on the subject of pilferage in the Docks, I am directed to say that instances of serious thefts involving the breaking open of heavy packages have been very few, and in this connection the Port Trust as previously stated, are taking all possible steps for the more adequate protection of the Transit Sheds and Warehouses.

2. As regards the enquiry contained in paragraph 4 of your letter, the following is an extract from the Crime Report for the year 1919, recently submitted by the Commissioner of Police :-

> "During yet another year the Docks Police have had to work very much below their sanctioned strength, and, although the strength is greater now than it was last year, it is still

160 below the sanctioned strength. There is moreover no prospect of reducing this shortage to any very great extent under present industrial conditions."

3. With regard to the other points raised, I am to inform you that a copy of your letter was sent to the Commissioner of Police for report and an extract from his reply is enclosed herewith for your information.—I have, etc.,

W. R. S. SHARPE,

Secretary.

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*Extract from letter No. 5728-21 (b), dated 23rd June 1920, from the Commissioner of Police, Bombay, to the Secretary, Bombay Port Trust.*

With reference to your Nos. B-1299.dated 18th May 1920, and B-1625, dated 12th June 1920, I have the honour to state that I have addressed the Chief Presidency Magistrate on the subject of the inadequacy of punishments.

2. As regards the other points mentioned in your letters, I have the honour to offer the following remarks. The number of cases of theft taken on the register depends very largely on the activity of the Police in picking up cases. Special efforts have been made in the course of the last 6 months and the immediate result is an apparent increase in the number of theft cases during the first quarter of this year.

3. I would at the same time invite your attention to the very large decrease in the number of shed breakings and the very satisfactory results obtained in the investigation of those which have occurred.

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No 1300-122 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 8th July 1920.

The SECRETARY, BOMBAY PORT TRUST.

Sir,—I am directed to acknowledge receipt of your letter, No. B-1792, dated the 30th June 1920, and its accompaniment with further reference to the subject of pilferage in the Docks.

2. In reply I am to state that, while my Committee are fully conscious of the fact that the Port Trust are taking all possible steps for the adequate protection of the Transit Sheds and Warehouses, they are of opinion that the position disclosed in the extract from the Crime Report for the year 1919, to which reference is made in your letter, is a serious one and they would be glad if the Trustees could see their way further to pursue the matter and, if necessary, address a representation to the Government of Bombay.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 7398-21 (*b*) of 1920.

POLICE COMMISSIONER'S OFFICE,
BOMBAY, 7th August 1920.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

Sir,—I have the honour to invite your attention to the attached newspaper cutting.

2. I am unaware of the origin of this, but as the figures are incorrect and the statements misleading I venture to address you at some length on a subject which is obviously engaging the close attention of the Bombay Chamber of Commerce.

3. To begin with I am very strongly of opinion that the statement that petty pilfering is considerably on the increase is not justified by more figures. The admitted rise in figures is entirely due to a very much closer supervision over all persons passing out of the Docks by the gates and a general tightening up of vigilance inside the docks. A very large percentage of the cases reported to the Bombay Port Trust by the Police, and on which the Bombay Port Trust and the Chamber of Commerce appear to base their ideas is picked up by sepoys on duty at the gates and on patrol in the Docks. In all these cases the Police have to search for complainants as apparently the shed officials do not see fit to report instances where petty articles have been pilfered from broken or damaged cases lying in their sheds.

4. I will now pass on to the statement regarding the security of the sheds in the various Docks. I discussed this matter personally with the Chairman and I venture to suggest that to a certain extent he agrees with me when I say that very few sheds in the Docks are secure. To take the Alexandra Dock almost every shed can be entered without difficulty by an experienced house breaker owing to the unsatisfactory design of the windows. In the Victoria Docks many of the first floor doors can be prised open to an extent sufficient to allow of goods being passed out and it is my experience that burglars find little or no difficulty in remaining in sheds when they are locked up at night, passing out goods (either in the manner mentioned or through broken windows) to a confederate outside and getting away in the morning among the coolies when they come in for work. I do not consider it necessary to specify cases, but if you desire it I can supply corroboration of my statement.

The sheds in the Prince's Dock are generally more secure.

5. Now I presume it will be said that even though it may be possible to get goods out of sheds how, if Police supervision is strict, is it possible to remove the goods from the Docks. This, as a matter of fact, is not hard and is done in two ways. One is to pass the property to confederates on a near-by ship and the other is to pass it over the Dock walls to a confederate outside. Either of these operations take only a minute or two and if a patrol does come along there are plenty of dark corners in the Docks. A patrol, if it is to do its work efficiently cannot get round its small beat in under 15-20 minutes.

6. With regard to the statement that the sentences passed by Magistrates are inadequate, I have discussed this with the Chief Presidency Magistrate and I can find no counter argument to his remark that to pass a sentence of 2 months' imprisonment on a first offender is to add one more recruit to the ranks of habitual offenders.

7. Turning now to the statement that the increase also applies to serious cases, I would invite attention to the attached statement. In compiling this I have assumed that serious cases are those in which property valued at Rs. 200 or over is stolen. It will be seen that the increase during the 1st quarter of 1920 over the last quarter of 1919 is 1 only.

8. In conclusion I have the honour to state that though I have not at this early date been able to take out exact and complete figures in all respects for the 2nd quarter of this year the following figures may prove instructive. The number of petty thefts is 290 as against 289 during the 1st quarter, thereby showing that vigilance and supervision have not decreased. Of these 290 cases 271 were detected, leaving a balance of 19 undetected as against 268 and 21 in the first quarter.

As regards serious cases 21 were reported against 17 out of which 14 were detected against 5 in the previous quarter.

9. I trust I have now said sufficient to convince you that the root of the trouble lies deeper than supervision on the part of the Police, and I will now venture to make one or two remarks as to what are in my opinion the real causes of the trouble. To my mind there is not the least doubt that the real causes of pilfering in the Docks are (1) the fact that damaged and broken cases are not by any means always placed in the special lock-up in each shed, (2) that complaints are not by any means always made by the Port Trust Authorities and (3) the sheds are far from burglar proof. These causes can be eradicated.

10. As the Chamber of Commerce is showing considerable interest in the question I am sending them a copy of this letter and enclosures. —I have, etc.,

C. E. LYNCH-BLOSSE,
Dy. Commissioner of Police for the Port.

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No. 7399-21 (*b*) of 1920.

BOMBAY, 7th August 1920.

Copy forwarded with compliments, to the Chairman, Chamber of Commerce, Bombay, for information.

C. E. LYNCH-BLOSSE,
Dy, Commissioner of Police for the Port.

Statement showing cases involving theft of property in the Docks during the last quarter of 1919 and the first quarter of 1920.

| Month. | No. of true cases reported. | Theft of Rs. 200 and over. | | | | Theft of under Rs. 200. | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Docks. | | Ships. | | Docks | | Ships. | |
| | | Detected. | Undetected. | Detected. | Undetected. | Detected. | Undetected. | Detected. | Undetected. |
| October 1919 .. .. | 38 | 1 | .. | .. | 2 | 15 | 2 | 11 | 7 |
| November 1919.. .. | 66 | .. | 1 | 2 | 4 | 34 | 1 | 14 | 10 |
| December 1919 .. .. | 66 | .. | 1 | .. | 5 | 38 | 2 | 18 | 2 |
| Total .. | 170 | 1 | 2 | 2 | 11 | 87 | 5 | 43 | 19 |
| January 1920 .. .. | 99 | 2 | 2 | .. | 1 | 73 | 3 | 17 | 1 |
| February 1920 .. .. | 88 | .. | 2 | .. | 3 | 65 | 3 | 12 | 3 |
| March 1920 .. .. | 119 | 3 | 3 | .. | 1 | 80 | 5 | 21 | 6 |
| Total .. | 306 | 5 | 7 | .. | 5 | 218 | 11 | 50 | 10 |

Comparative Totals.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Last Quarter 1919 | 170 | 1 | 2 | 2 | 11 | 87 | 5 | 43 | 19 |
| First Quarter 1920 .. | 306 | 5 | 7 | .. | 5 | 218 | 11 | 51 | 10 |

| | | Detected. | Undetected. | Detected | Undetected. |
|---|---|---|---|---|---|
| Second Quarter 1920 .. | 311 | 14 | 7 | 271 | 19 |

C. E. LYNCH-BLOSSE,
Dy. Commissioner of Police for the Port.

## PILFERING IN BOMBAY.

### COMPLAINTS FROM THE DOCKS.

Many complaints have been received lately of pilfering at the docks in Bombay. The attention of the Bombay Port Trust was called by the Chamber of Commerce to these complaints, and in reply to these questions the Port Trust stated that—

(*a*) Petty pilfering in the Docks had been considerably on the increase during the past few months ; 174 thefts were reported during the period January-March 1920, against 67 during the 3 months October-December 1919, 155 convictions were obtained during the 3 months ending March 1920.

(*b*) It was found that in most cases the offenders belong to the Mowali class.

(*c*) Pilfering was not confined to any particular line of steamers.

(*d*) The thefts were not confined to any particular class of goods.

The Port Trust stated that the matter was receiving the close attention of the Trustees and that further steps were being taken to make all the sheds and warehouses burglar proof as far as possible.

The Port Trust added that it was greatly to be regretted that the sentences passed by the Bombay Magistrates on persons convicted of petty theft were much too inadequate to deter them from future offences of a similar nature, and in this connection, the Commissioner of Police had again been requested to press for heavier sentences in future.

In reply to the Port Trust, the Committee of the Bombay Chamber emphasized the fact that it was not only petty pilfering that was complained of but also serious thefts, chiefly of piece-goods, involving the breaking open of heavy-packages, and in this latter connection the Committee enquired as to the nature of any steps that might have been taken to protect import cargo in a more adequate manner.

The Committee added that more efficient supervision in the Docks themselves would appear to provide the only remedy and enquired, therefore, whether the Dock Police were up to full strength and, if so, whether the total strength could not be increased and at the same time more efficient supervision exercised.

No. 1559-122 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 20th August 1920.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

Sir,—With reference to the correspondence resting with my letter No. 1300-122, dated the 8th July 1929, I am directed to inform you that my Committee have received a copy of a letter, No. 7398-21 (*b*), dated the 7th August 1920, addressed to you by the Commissioner of Police in the same connection.

2. As the various points raised by the Commissioner in his letter relate more particularly to the information furnished by you in your letter, No. 1792, dated the 30th June 1920, and its accompaniment, my Committee desire merely to confine their comments to two of the specific points to which reference is made in paragraph nine of th letter.

3. In the first instance my Committee note that the Commissioner complains that damaged and broken packages are not always placed in the special lock-up in each shed and they are of opinion that the continuance of such a practice, if his statement is correct, places unnecessary temptation in the way of workers in the sheds or passers-by.

4. With regard to the alleged insecurity of the Dock sheds my Committee venture to suggest that, in conjunction with the police, who doubtless would help with their advice, each shed in turn should be inspected thoroughly and rendered burglar proof as far as possible.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 1558/122 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 20th August 1920.

The COMMISSIONER OF POLICE,
Bombay.

Sir,—I am directed to acknowledge receipt of the Deputy Commissioner's memorandum, No. 7399-21(*b*), dated the 7th August 1920,

forwarding a copy of your letter, No. 7398-21 (*b*) of the same date to the Secretary, Bombay Port Trust, and to thank you for favouring my Chairman with the copy in question.

2. In reply I am to state that my Committee have addressed the Port Trust in regard to the two specific questions raised in paragraph nine of your letter, namely, the fact that damaged and broken cases are not by any means always placed in the special lock-up in each shed and, further, in regard to the alleged insecurity of the Dock Sheds themselves.

3. My Committee desire me, however, also to point out that, while they recognize the extreme importance of the fact that the number of cases of theft and petty pilferings bears a high percentage to the number reported a steady diminution in this crime in the Docks would also be very welcome. In this connection I am to state that it appears to my Committee that such an improvement can only be effected by means of an increase in the number of the Dock Police up to the full strength of the establishment authorised and an increasing vigilance upon the part of members of the force itself, the inevitable result of which will be that the opportunities now presented to thieves will be considerably lessened.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 8341 of 1920.

21(*b*)

POLICE COMMISSIONER'S OFFICE,
BOMBAY, 2nd September 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I have the honour to acknowledge receipt of your No. 1558-122, dated the 20th August 1920.

2. With regard to para. 3 I think perhaps our system of working in the Docks is not fully understood. Your Committee is of opinion that the Dock Police should be raised to its full strength, an opinion with which I entirely agree, but unfortunately owing to the large number of vacancies in the whole Force this is not immediately possible. Nor

is it possible to give the Dock area preferential treatment over the other divisions of the Island. Progress is, however, being made and it is hoped gradually to reduce the present number of vacancies which is admittedly large. As regards the vigilance of the Police our practice is to award Good Service Tickets to Constables picking up cases of theft and pilfering. A certain number of such tickets qualify the holder for good service pay and the possession or lack of Good Service Tickets is taken into consideration at the time of promotion. The Constable has therefore every incitement to work and I consider that the number of cases picked up is evidence of the fact that the Force is on the alert. I would ask you in this respect not to be misled by figures showing a rise in small thefts because I am very strongly of opinion that the rise is due not to the increase in thieving, but to the increase in vigilance.

3. As regards your concluding words I may perhaps be permitted to suggest that no increase in vigilance on the part of the Police will lead to a decrease of opportunities presented to thieves, because the sheds are so large and so full of cargo that opportunities are bound to be offered to thieves in the sheds unless all broached cargo is carefully locked away. My object is to make it so difficult to take stolen articles out of the Docks that coolies will eventually decide that the risk is too great. If I am successful in this object then it of necessity follows that the number of cases on my registers must rise while the coolie is learning his lesson. Personally I regard a rise in figures as evidence of the fact that my men are on the *qui vive*, and should be very suspicious of any sudden fall in the number of detected thefts.—I have, etc.,

C. E. LYNCH-BLOSSE,

Dy. Commissioner of Police for the Port.

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No. B-3003.

BOMBAY PORT TRUST,

BOMBAY, 3rd November 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Dear Sir,—With reference to correspondence re: Pilferage in the Docks, ending with your letter No. 1559-122, dated 20th August 1920, I am directed to state as follows.

2. All broken and damaged packages, as far as space will permit, are placed in the shed pinjras, and any overflow is stacked outside the pinjras in full view of the Shed Superintendent's Office.

3. It frequently happens that packages which are landed sound and packed in good condition are subsequently thrown about by merchants' coolies when taking delivery resulting in breakage. Orders have been issued to the Shed staff to exercise special care in protecting broken and damaged packages, and the Agents of the Steamship Companies have also been requested to make arrangements to employ a greater number of carpenters to repair broken packages.

4. Steps are also being taken to provide pinjras of greater capacity in the Transit sheds.

5. The Chairman has recently personally inspected a number of the sheds with the Deputy Commissioner of Police and in addition to the above measures, it has been decided to take further precautions by way of fitting fine-mesh expanded metal to shed windows which it is necessary to keep open for ventilation, and also any defective doors are to be replaced as soon as possible by doors of the latest pattern.

6. I am to assure your Committee that the Trustees are taking all possible steps to deal with the question of pilferage in the docks.—Yours faithfully,

W. R. S. SHARPE,
Secretary

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No. 2069-122 of 1920.

CHAMBER OF COMMERCE
BOMBAY, 20th November 1920.

The SECRETARY, BOMBAY PORT TRUST,
Ballard Road, Fort.

Dear Sir,—I am directed to acknowledge receipt of your letter No B-3003 of the 3rd instant and in reply to state that my Committee are pleased to note that the Trustees are taking all possible steps to deal with the question of pilferage in the Docks.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

# APPENDIX T-8.

## PROPOSED NEW DOCKS AT TROMBAY.

No. B-1289.

BOMBAY PORT TRUST,

BOMBAY, 17th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Sir,—I am directed to forward for the information of your Commitee a copy of a preliminary report, dated 12th April 1920, by Mr. P. G. Messent, C.I.E., M. Inst. C.E., Chief Engineer, Bombay Port Trust, on the proposals before the Trustees for dock extension in Bombay.

2. Since the completion of the Alexandra Dock it has been recognized by the Trustees that the rapid expansion of the trade of Bombay and the time necessary to construct a new dock of the required size, rendered it imperative that the scheme should be drawn up well ahead in order that the construction could be taken in hand without delay as soon as the necessity for another dock became apparent.

3. In December 1917 the late Chairman, Sir Frederick Sprott, drew up a provisional scheme for the future development of the Port of Bombay. It was not possible to undertake new works of any magnitude at a time when all activities had to be subordinated to war requirements and further consideration of the scheme had therefore to be deferred until after the conclusion of the war.

4. Sir Frederick Sprott's scheme provided for the construction of a new dock immediately to the East of the existing docks. It was discussed by the Trustees at the beginning of 1919 and objection was then taken to it mainly on the ground of the inevitable congestion of the road and railway approaches to a new dock placed in this position.

This objection has been strengthened by the growth and development of the Port and City in recent years and by the experience gained since the opening of the Alexandra Dock. In view of the insuperable difficulty of access by rail and road from the business quarters of the City, the Trustees are of opinion that the scheme for constructing a new dock to the East of the present docks must be regarded as impracticable.

5. In November last the Trustees' Chief Engineer, Mr. P. G. Messent, C.I.E., M.Inst.C.E., was placed on special duty to report on the scheme for dock extension and his preliminary report has now been considered by the Trustees' Docks Committee who have directed that, in the first instance, the report should be placed before your Chamber and various other local bodies who are interested in the development of the Port, for their opinion on the proposals.

6. Mr. Messent's report recommends the construction of a dock at the North end of the Harbour on the foreshore of Trombay, in the position shown on the chart attached to the report. This site has several advantages, the chief of which are :—

(1) *Approach from the sea.*—The deep water channel runs up to the North end of Butcher and Elephanta Islands and only a short distance of easy dredging would be required to extend the channel up to the entrance of the proposed dock.

(2) *Land approaches.*—The extent of the land available on the foreshore and on the main-land precludes any danger of congestion as regards the road and rail approaches to the new dock and ample room will be available for future railway and storage developments. It will be an easy matter to reclaim further land on the foreshore to the West of the proposed site when it becomes necessary to provide for future dock extensions.

7. The distance from the existing docks to the proposed dock by road will be nearly 9 miles, but this distance can be reduced to about 6 miles if a causeway is constructed from the Mazagon-Sewree Reclamation to Trombay as explained in the report and shown on the chart by a dotted line.

8. The general design of the proposed dock is fully explained in Mr. Messent's report. It is possible that the arrangement of berths may be modified in certain respects as a result of information which is at present being collected in England and America as to the latest type of dock development.

9. *Import and export berths.*—The Docks Committee have considered the question of reserving the proposed new dock exclusively for exports, but the concensus of opinion is against this proposal for the following reasons :—

(*a*) At present ships discharge and ship cargo simultaneously to a great extent. It would seriously delay the turn round of a ship if she had first to complete her discharge in Alexandra Dock and then proceed to the new dock for loading.

(*b*) Congestion in the present docks would increase with the expansion of trade, as the main source of congestion is import cargo which cannot be regulated in the same way as exports.

(*c*) In the case of certain ships it would not be safe to transport them empty from the present docks to the new dock, especially in the monsoon.

For these reasons the Committee are of opinion that both imports and exports should be handled at the new dock.

The question of reserving certain berths for imports and others for exports is a matter for future discussion and the Trustees will be glad if you will favour them at an early date with the opinion of your Committee on this and any other points connected with the scheme in which they may be interested.—I have, etc.,

W. R. S. SHARPE,

Secretary.

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No. B-1289.

*Preliminary Report No. D/4-21 A/359, dated 12th April 1920, by Mr. P. G. Messent, C.I.E., M. Inst. C.E., Chief Engineer, Bombay Port Trust (on deputation): regarding the proposals for Dock Extension in Bombay.*

With reference to Trustees' Resolution No. 943, dated 9th December 1919, I have the honour to report that I have carefully considered the question of the size of the new dock and the depth the channel should be dredged to, as well as the most suitable site.

2. *Depth of Harbours.*—The question of the relation of Harbour Development to Economical Transport was very fully gone into by the Dominions Royal Commission who took the opinions of eminent Naval Architects and Harbour Engineers. In their final report submitted in March 1917 they state that provision should be made in all important harbours for vessels with a draft of 38 feet and that to accommodate such vessels it is necessary that the requisite depth should be provided—

(*a*) In the approach channel at High Water Ordinary Neap Tide (H.W.O.N.T.).

(*b*) In entrance locks and enclosed docks at H.W.O.N.T. and at open quays at L.W.O.S.T.

3. *Opinions of Naval Architects as to Draft of Steamers.*—It is of interest to note that Sir John Harward Biles, Naval Architect, submitted some interesting tables giving the most economical draft for steamers of different lengths and of different speeds. In these he gives the draft of a steamer 700 feet long as 40′ 3″ and of one 1,000 feet long as 57′-3″.

Lord Pirrie of Messrs. Harland and Wolf, Shipbuilders, stated that the draft of a steamer should be one-sixteenth of the length which would give a draft of 40 feet for a vessel 640 feet long and 62½ feet for one 1,000 feet long. They both agree that the development of economical shipbuilding has been checked by the want of depth in the principal harbours of the world.

4. *Opinion of Harbour Engineers on depth of Harbours.*—On the other side Mr. A. J. Lyster argued that for several reasons vessels of the great draft mentioned by the Naval Architects were not likely to be built and that it is sufficient to provide a depth of 40 feet. He

gave the following interesting figures of the depth of water at several important ports :—

| Port. | Dock. | Depth of water. Channel. | Depth of water. Dock. | Depth of water. Quay. | Rise and fall at Neap tides. |
|---|---|---|---|---|---|
| London .. | Tilbury .. | ... | 33 feet H. W. N. T. .. | ... | 16′-0″ |
| ,, .. | New .. | 30 feet L. W. O. S. T. .. | 40 ,, H. W. N. T. .. | ... | 17′-0″ |
| Liverpool .. | Gladstone .. | 40 ,, do. .. | 40 ,, do. .. | ... | 23′-5′ |
| Southampton | White Star .. | 35 ,, do. .. | .. | 40 feet L. W. O. S. T. .. | 9′-6″ |
| New York .. | ... | 39 ,, do. .. | .. | 39 ,, do. .. | 4′-0″ |
| Boston .. | ... | 35 ,, do. .. | .. | 40 ,, do. .. | 8′-3′ |
| New Orleans. | .. | 35 ,, do. .. | .. | Unlimited .. | .. |
| Panama .. | Balboa .. | 45 ,, M. S. L. .. | ... | 45 feet, M. S. L. .. | 12′-3″ |
| ,, .. | Cristobel .. | 36 ,, do. ... | 40 feet M. S. L. .. | ... | .. |
| Halifax .. | ... | 36 ,, L.W.O.S.T. .. | .. | 40 ,, L. W. S. T. .. | 5-0″ |
| Quebec .. | .. | 30 ,, do. .. | .. | 40 ,, do. .. | 13′-9″ |
| Antwerp .. | ... | 23 ,, do. .. | .. | 39 ,, do. .. | 16′-6″ |
| Marseilles .. | ... | 52½ ,, do. .. | .. | 39¼ ,, do. .. | Very little. |
| Genoa .. | ... | 41 ,, do. .. | .. | 40 ,, do. .. | ,, |

*Note.*—L. W. O. S.T.=Low water ordinary spring tides.
L. W. S. T.=Low water spring tides.
M. S. L.=Mean sea level.
H. W. N. T.=High water neap tides.

5. *Particulars of Depth of Water at Several Ports.*—The following particulars about ports in India, China and Australia are taken from the Final Report of the Commission referred to above :—

| — | Depth of Water. | | | | | Rise and fall at neap tides |
|---|---|---|---|---|---|---|
| | Channel H. W. O. N. T. | Dock at H.W.O. N. T. | | Open Quay at L. W. O. S. T. | | |
| | | 1917. | When works are completed. | 1917. | When works are completed. | |
| | Ft. | Ft. | Ft. | Ft. | Ft. | Ft. |
| Bombay .. | 36½ | 35½ | 39¼ | .. | .. | 11′—3″ |
| Colombo .. | 32 | .. | .. | 33† | 36 | 2′—0″ |
| Calcutta .. | 28 | 29 | 40 | .. | .. | 12′—0″ |
| Singapore .. | 48 | .. | .. | 33 | 40 | 8′—0″ |
| Hongkong .. | 42 | .. | .. | 40† | .. | 7′—0″ |
| Fremantle .. | 32 | .. | .. | 30 | .. | 2′—9″ |
| Adelaide .. | 36 | .. | .. | 30 | .. | 5′—0″ |
| Melbourne .. | 41½* | .. | .. | 30 | 37 | 5′—6″ |
| Sydney .. | 44½ | .. | .. | 30 | 40 | 4′—0″ |
| Hobart .. | 39½ | .. | .. | 30 | .. | 3′—6″ |
| Brisbane .. | 31½ | .. | .. | 30 | .. | 7′—6″ |

*From which 8 and 10 ft. must be allowed for "sand". † At Moorings.

6. *Panama Canal.*—The locks of the Panama Canal are 1,000 feet long, 100 feet wide with 40 feet of water over the sill.

7. *Suez Canal.*—The maximum draft allowable in the Suez Cana is at present 30 ft. but the "1912" scheme the completion of which

has been delayed by the War aims at permitting the transit of merchant vessels of 28,000 tons, 722 feet length, 92 feet beam and 33 feet draft.

8. *Dimensions of Steamer.*—The following are the dimensions of the largest British steamers (a), the largest which have been in this port (*b*) and the newest P. & O. S. N. Company's steamers (*c*) :—

| | | Tonnage. | Length. | Beam. | Depth. | Loaded draft. |
|---|---|---|---|---|---|---|
| | | Feet. | Feet. | Feet. | Feet. | Feet. |
| (*a*) | "Imperator" .. | 51,969 | 882·9 | 98 3 | 57·1 | |
| | "Aquitania" .. | 46,150 | 902 | 97 | 64·5 | |
| (*b*) | "Caronia" .. | 19,687 | 650 | 72·2 | 40·2 | |
| | "Ceramic" .. | 18,481 | 655·1 | 69·4 | 43·8 | |
| (*c*) | P. & O. projected. | 20,700 | 600 | 73 | 43·7 | 31′—0″ |
| | ,, ,, .. | 15,800 | 550 | 71·5 | 42·2 | 29′—6″ |
| P. & O. "Naldera" .. | | 15,092 | 580·9 | 67·2 | 44·4 | 29′—7′ |

I consider that, though the draft of steamers coming to Bombay will generally be limited to the draft allowable in the Suez Canal, the channel to the new dock should be dredged to 40·00 T. H. D. which will give 32 feet at L. W. O. S. T., 40 feet 3 inches at M. S. L., and 43 feet 3 inches at H W. O. N. T. This will allow a steamer drawing 38 feet to pass through the channel at half tide and is in accordance with the recommendation of the Royal Dominions Commission.

To level of the outer sill of the lock of the new dock should be 42′·3″ below H. W. O. N. T., one foot higher than the bottom of the channel. The length of the lock should be 900 feet and the width 110 feet which will take H. M. S. "Hood" whose beam of 104 feet is as far as I know greater than that of any other vessel afloat. The lock will be long enough for any steamer up to 850 feet in length. Should any vessel of greater length have to be docked it can be taken when the water is above half tide level and both the inner and outer gates kept open.

For the sake of comparison I give below the dimensions of the lock entrances of the latest docks in England :—

| Port. | Name of Dock. | Length. | Width. | Depth on sill. | |
|---|---|---|---|---|---|
| | | | | H.W.O. N.T. | L.W.O. S.T. |
| | | Feet. | Feet. | | |
| London .. .. | New Dock (under construction.) | 800 | 100 | .. | 45′-0″ |
| Liverpool .. | Gladstone (under construction.) | 1,070 | 130 | 44′-0″ | .. |
| Hull .. .. | King George .. | 750 | 85 | 39′-0″ | 42′-4″ |
| Immingham .. | Immingham .. | 840 | 90 | 43′-6″ | 47′-0″ |
| Avonmouth .. | Royal Edward. | 875 | 100 | 32′-0″ | 46′-0″ |
| Bombay . .. | Alexandra .. | 750 | 100 | 34′-3″ | 37′-3″ |
| Bombay .. .. | Proposed .. | 900 | 110 | 38′-3″ | 41′-3″ |

*Note.*—There are no enclosed docks at Southampton or Glasgow. They are all tidal.

9. *Site for new Dock.*—Three sites have been suggested for the new dock—

(*a*) To the East of the existing docks.

(*b*) Hog Island.

(*c*) The North end of the harbour on the foreshore of Trombay Island.

I consider that there are the following serious objections to site (*a*) for docks on which Sir Frederick Spratt prepared a scheme shortly before he retired :—

(1) That the most of the road traffic will have to pass through the existing docks which are already over-crowded in the busy season. The present congestion on the roads near would be much increased.

(2) The want of room for suitable railway and storage yards which may be found necessary.

(3) The probable congestion on the main lines of the railway from the Grain and other Depots if the traffic over them is doubled.

(4) The want of water space especially in No. 2 Dock.

(5) The heavy cost of keeping the channel in front of the entrances to the Alexandra and proposed docks clear of silt. If the work of extending the Alexandra Dock harbour wall up to the Victoria Dock entrance is carried out there will probably be little or no dredging required in the inner part of the Alexandra Dock channel.

(6) The impossibility of further extensions.

The objections to site (*b*) are that the strong tide which runs between Elephanta and Hog Island would make it difficult to dock vessels except at slack water and that there is no direct means of access from Bombay by road or rail.

The third site (*c*) seems to me much the most suitable. It has the following advantages :—

(1) A large area of land is available both on the foreshore which can be cheaply reclaimed with the materials excavated from the dock and neighbouring hill and also on the main land which can be acquired at a cheap rate. This land can be used for railway and goods yards as well as for housing the officers, staff and men who will be employed in the new dock.

(2) The dock can be connected to the Port Trust Railway by a short line over level and cheap land and by road to the proposed road from Sewree to Trombay.

(3) The deep water channel up to the North ends of Butcher and Elephanta Islands which can be carried up to the entrance of the new dock by dredging through the soft mud and clay which forms the bottom of the harbour at that part (see accompanying Chart).

I have got out drawings for a dock on the foreshore at Trombay which is, in my opinion, the only suitable site and give below a report in detail.

10. *Nature of Ground.*—I have had wash borings taken over what I consider the most suitable site for the dock and channel and have had the contours of the hard plotted on Drawing No. 1.

It will be seen that good foundations will be found for all the dock walls, entrance and dry dock and that there will be a considerable quantity of hard material to be excavated in the inner part of the dock. Good stone for rubble is found in Trombay Hill to the East and Green Island to the West so that it is probable that stone good for rubble and road metal will be found in the excavations.

On the site of the channel the hard bottom is below 40·00 T. H. D., the level of the bottom practically all over.

When the site of the dock is finally settled on borings with diamond or chilled shot drills should be taken fairly close together on the lines of all the walls and inside the dock in order to ascertain the exact nature of the material to be excavated. The strength and direction of the tidal current on the ebb and the flood should also be taken in the proposed channel.

11. *Channel.*—From the entrance to the harbour up to opposite the North ends of Butcher and Elphanta Islands there is a channel with a minimum width of a mile and a depth of nowhere less than 32′-0″ at L.W.O.S.T. This channel is well marked by beacons and buoys. It is proposed to continue this channel up to the entrance of the dock by dredging a cut 1,000 feet wide and about 2,500 yards long. It will be necessary to buoy this out and provide leading marks on the shore.

12. *Shape & Dimensions of Dock.*—In designing a dock it is necessary to provide ample room for turning the largest steamers and at the same time to provide as many berths with as small a water area as possible. A square dock is the most uneconomical as it gives a large water area with a short length of quay. A long narrow dock gives the best proportion but does not provide sufficient turning space. The most satisfactory form is an oblong with a jetty projecting from the middle of one of the shorter sides. A dock of the dimension given below with 18 berths each 600 feet long gives one berth to 4·5

acres of water and 152·4 l. ft. of quay per acre. A square dock of the same area (81·26 acres) would have only 11 berths and give one berth to 7·39 acres of water and only 86·2 l. ft. of quay per acre.

After making sketches of docks of various other shapes I am satisfied that a rectangular dock 3,000 feet by 1,600 feet with a jetty 1,800 feet long and 700 feet wide is the most suitable and economical. This is shown on Drawings Nos. 2 and 3.

The following are the principal dimensions of the proposed dock compared with those of the Alexandra Dock :—

| | Proposed Dock. | Alexandra Dock. |
|---|---|---|
| Water area .. .. .. | 81·26 acres .. | 49·52 acres. |
| Turning space .. .. .. | 1,600′×1,200′ .. | 1,075′×1,100′ |
| Total length of quay .. .. | 12,380 l. feet. .. | 10,000 l. feet. |
| Length of Jetty .. .. .. | 1,800′ .. .. | 1,500′ |
| Width of Jetty .. .. .. | 425 .. .. | 700′ |
| Width of Basins .. .. .. | 450′ .. .. | 300 and 350′ |
| Number of berths .. .. | 18 (600′ long) .. | 17 (500′ long). |
| Width of entrance.. .. .. | 110′ .. .. | 100′ |
| Length of entrance .. .. | 900′ .. .. | 750′ |
| Depth on outer sill H. W. O. N.T. | 42′-3″ .. .. | 38′-3″ |
| Depth on inner sill H. W. O. N.T. | 38′-3″ .. .. | 34′-3″ |
| Depth on outer sill H. W. O. S.T. | 45′-3″ .. | 41-3″ |
| Depth on inner sill H. W. O. S.T. | 41′-3″ .. .. | 37′-3″ |
| Bottom of Dock .. .. .. | 2′ below inner sill. | 2′ below inner sill. |

I have made the berths 600 feet long as compared with 500 feet in the Alexandra Dock. Though the P. & O. Steam Navigation Company are building some steamers 600 feet long I consider that it will be many years before the average length of steamers trading to Bombay exceeds 600 feet.

I have increased the width of the basins to 450 feet as those in the Alexandra Dock have been found to be too narrow especially when, as is sometimes the case, a steamer has barges on both sides of her so that she occupies a width of 100 feet or more.

I have increased the width of the jetty by 275 feet to 700 feet as the extra width will prove very useful for roads, sidings and stacking ground and also wider transit sheds.

13. *Entrance.*—I have already given the dimensions of the entrance which should be provided with storm gates such as have proved very useful in Alexandra Dock. It will also be advisable to provide sluices of larger area in order to shorten the time required to level the water in the lock.

As the entrance is at right angles to the tidal current I have provided a bell mouth formed by two piers outside the lock so that a steamer will be out of the run of the tide whether flood or ebb before she actually enters the lock.

14. *Dry Dock.*—I have made the width of the entrance 110 feet the same as that of the lock and the length 1,100 feet with caisson grooves at 450 feet, 550 feet and 650 feet so that when a vessel is docked at the inner end for heavy repairs the outer part can be used for another vessel.

I have shewn gates at the entrance instead of a caisson as they can be open or shut in a few minutes while it often takes an hour to put in or take out a caisson. The difference in the time occupied means a considerable saving in the course of a year.

A dock 10 feet narrower would probably be sufficient for all requirements, cost a little less to build and be cheaper to work as there will be less water to pump out and lighter shores to handle. I think however that the dry dock should be wide enough to take any vessel that can pass through the lock entrance and it is possible that the Admiralty may insist on a width of 110 feet as they have at least one ship of over 100 feet beam.

For the sake of comparison I give below the dry docks of 100 feet width and over, which existed, were under construction or proposed

in 1916. I have not been able to obtain any later information but I do not think much new work was taken in hand during the war.

| —— | Length. | Width at entrance. | Depth on sill at H.W.O.N. T. |
|---|---|---|---|
| London, New .. .. | 750′ | 100′ | 36′ |
| Liverpool Gladstone .. | 1,050′ | 120′ | 39′ |
| Southampton .. .. | 897′ | 100′ | 31½′ |
| Glasgow (proposed) .. .. | 1,020′ | 120′ | 34½′ |
| Bristol, Avonmouth .. .. | 875′ | 100′ | 32′ |
| Haliflax (proposed) .. .. | 1,050′ | 120′ | 39′ |
| Quebec (under construction) | 1,150′ | 120′ | 34 |
| Boston (under construction). | 1,200′ | 120′ | 44 |
| New York .. .. .. | 703′ | 120′ | 33½ |
| San Francisco (under construction) .. .. .. | 1,000′ | .... | .... |
| Panama, Balboa .. .. | 1,000 | 110′ | 29½′ |
| Auckland (proposed) .. | 1,000′ | 120′ | 40′ |
| Durban (proposed) .. .. | 1,030′ | 110 | 38½′ |
| Bombay, Hughes .. .. | 1,000′ | 100′ | 33½′ |

The principal dry docks in India, Colombo, the Straits Settlements and China are :—

| —— | Length. | Width at entrance. | Depth on sill at H.W.O.N. T. |
|---|---|---|---|
| Bombay .. .. .. | 1,000′ | 100′ | 33½′ |
| Colombo .. .. .. | 711′ | 85′ | 30½′ |
| Calcutta .. .. .. | 520 | 64′ | 23½′ |
| Singapore .. .. .. | 873′ | 93′ | 30½′ |
| Hongkong .. .. .. | 780′ | 88′ | 34½′ |
| Shanghai .. .. .. | 560′ | 77½′ | 21½′ |

I have shewn a square head to the dock so that a crane for heavy lifts can be placed there and used for propeller on steamers docked stern first.

When the detail drawings are got out I would suggest that the ollowing points be considered—

(*a*) The bottom of the dock to be level instead of with a fall from head to entrance as in the Hughes and Merewether Dry Docks.

(*b*) Provision to be made on both sides of the docks for rails to carry travelling cranes for dealing with the heavy shores.

(*c*) The provision of electrically instead of steam driven pumps.

Sir Frederick Sprott in para. 15 of his report of 15th December 1917 raised the question of the necessity at present for another dry dock. The total number of vessels and their tonnage docked in the last three years is as follows :—

| | | | | |
|---|---|---|---|---|
| 1917-18 | .. | 341 vessels | .. | 1,453,688 tons. |
| 1918-19 | .. | 362 ,, | .. | 1,323,616 ,, |
| 1919-20 | .. | 360 ,, | .. | 1,252,640 ,, |

In 1918-19 the Merewether Dry Dock was vacant on 68 days, the outer half of Hughes Dry Dock 200 days and the inner half which is used for heavy repairs on 58 days only.

It therefore seems to me that if trade increases as it is expected to, another dry dock will be necessary in a few years. In any case the distance of the proposed dock from the old ones makes a dry dock essential.

15. *General arrangement.*—I may say that the arrangement of sheds and sidings shown is more or less tentative as they will probably be modified when the Docks Manager and Railway Manager have reported on the suitability or otherwise of the arrangement in Alexandra Dock. This they have not been able to do up to now for want of sufficient experience of working it as a purely commercial dock owing to the War. I have assumed that every berth will be used for both imports and exports so that if it is decided to have separate berths a different layout may be necessary.

16. *Sidings.*—Direct approach by rail is possible to all the berths in the dock with the exception of the two on the South wharf where turntables will have to be used.

I have shewn three sidings on the wharves in front of the sheds and two at the back.

The sidings in the Alexandra Dock are arranged as follows partly as an experiment:—

East Wharf (5 berths) Echelon sidings in front of sheds.

East Wharf Jetty (3 berths) One line in front and two at back of sheds.

West Wharf Jetty (3 berths) Three lines in front and two at back of sheds.

West Wharf (5 berths) One line in front and three at back of sheds.

South Wharf (1 berth) One line at back of shed.

17. *Transit Sheds.*—I have shewn at each berth three floored transit sheds which can be used for both imports and exports, the former being accommodated on the two upper floors and the latter on the ground floor. These sheds are with two exceptions of the following dimensions 470′-6″ long, 130′-0″ width with a clear height of 18′-2″ on the ground floor, 9′-2″ on the first floor and 11′-6″ on the top floor. A gallery 9′-0″ wide is provided on the first floor to form a landing platform and the front wall is set back 18′-8″ on the second floor for the same purpose. Each shed will be well provided with 2 tons lifts and shoots.

The capacity of each shed for bag cargo may be taken as below, one-third of the area being allowed for passages, etc.

| | | | | | |
|---|---|---|---|---|---|
| Ground floor.. .. | 6,630 | tons equal to about | 9 | sq. ft. | per ton. |
| First floor .. .. | 5,300 | ,, ,, | 12 | ,, | ,, |
| Second floor .. | 4,630 | ,, ,, | 12 | ,, | ,, |
| Total .. | 16,560 | tons. | | | |

I have shewn a road between the back of the shed and the sidings. If it is considered that there will be little or no cart or motor wagon traffic the sidings can be laid right alongside the shed and the inner one

protected from the rain by a roof carried on brackets. If it is considered desirable that all wagons can be unloaded under cover which will be a great advantage in the monsoon both sidings can be covered by a light roof on columns or the first floor of the shed extended over them as proposed at Calcutta.

The two sheds on the South wharf are of the same type but only 398′-6″ long.

I have made the spaces between the sheds 125′-0″ long as they are very useful for stacking heavy machinery, iron and other cargo which it is not necessary to keep under cover.

18. *Separate Berths for imports and exports.*—The whole question of having separate docks for imports and exports or separate berths in the same dock will have to be carefully considered. The Docks Manager who is now on deputation making inquiries into the modern practice in docks in Europe and America and the use of labour saving appliances will no doubt be able to give valuable advice.

I understand that at Southampton the few vessels calling there which carry any considerable quantity of cargo discharge at one berth and load at another usually in the same dock.

At Calcutta formerly all the import cargo was landed at the Jetties or Quays on the river bank and the steamers taken into the docks to load export cargo but now about one-third of the imports principally bag cargo is landed at the docks at the same berth where the steamer loads. The question is now being considered by the Calcutta Port Commissioners in connection with their new dock scheme and I believe that the general opinion is in favour of separate berths for imports and exports.

The principal objections to having separate berths appear to me the time lost in moving the steamer and by not being able to commence loading until the cargo has been removed from all the holds. Nearly all steamers commence to load export cargo in some holds at least two days before they have finished discharging from other holds.

On the other hand the advantage claimed is that a steamer can load quicker as the delivery of the export cargo at the shed is not delayed by the removal of import cargo. When the ground floor is used only for exports the delay is not so serious.

There is some interesting information about the arrangement of transit sheds at different ports in an American book "Ports and Terminal Facilities" by Roy S. MacElever who appears to be in favour of separate berths with single floored sheds for imports and exports. I am afraid a single floored shed would not be of much use for cargoes of nearly 12,000 tons of rice or 9,000 tons of sugar such as we sometimes have here.

19. *Cranes.*—I am in favour of 35 cwt. hydraulic luffing cranes similar to those in the Alexandra Dock but with the radius increased from 48′-0″ to 52′-0″ which will give an overhang from the coping of 42 feet. There should be at least one crane to every 100 feet of quay which will give 6 cranes to each berth.

In some ports what are termed semi-portal cranes are in use. These cranes are on gantries which span the whole wharf. I have not seen any of these cranes but it appears to me they must be very heavy and therefore difficult to move and they will not be able to lift cargo from or lower it on to the portion of the wharf immediately under the gantry. The cranes have often to be moved a considerable distance to suit the hatches of different vessels which differ greatly.

20. *Hydraulic Pumping Plant.*—I think it will probably be economical to have electrically driven pumps to provide the pressure water for working the cranes, lifts, sluice and gate machines and capstans.

21. *Electric current.*—The transmission line of the Tata Hydro-Electric Company passes about 2 miles from the site of the new dock so that the Company should be able to supply electric current at a cheap rate.

22. *Warehouses.*—If the proposed dock is used for imports additional land can be reclaimed on the East side for the necessary warehouses and sidings in connection with them. They can be connected to the first floors of the transit sheds on the East wharf by bridges and galleries as in Alexandra Dock and conveyors or other machines for handling goods can be installed.

23. *Railway and goods sorting yards.*—There will be ample room for additional railway yards and if necessary goods sorting and storing yards on the foreshore to be reclaimed and the land to be acquired.

24. *Quarters.*—Owing to the distance the new dock is from Bombay it will be necessary to provide housing accommodation for all the officers, subordinates and men who will be employed there. The number may be taken approximately as 4,000 made up as under—

| | |
|---|---|
| Officers .. .. .. .. .. | 27 |
| Subordinates .. .. .. .. | 50 |
| Clerks .. .. .. .. .. | 470 |
| Workmen skilled and unskilled .. | 3,450 |

25. *Rail connection.*—I have shewn how the new dock can be connected but have not gone into the question of sorting and lay by sidings in detail as that cannot be done until it is definitely decided what the dock is to be used for and the method of working it.

The distance from the dock to Rowlee junction on the Bombay Port Trust Railway is 3·4 miles. Of this the portion up to temporary railway to Anik is on land it is proposed to acquire or on the foreshore to be reclaimed. The other portion about 1·5 miles crosses the foreshore and salt pans and I have shewn a width of 200 feet to be acquired to allow for deviations, etc. This line crosses the proposed road to Trombay which may require an overbridge and the little used road to Rowlee Hill.

26. *Road Connection.*—I have shewn a road 80 feet up to the proposed road to Trombay. The distance from the new dock to the Cathedral by this road is about 9½ miles. If a causeway is constructed from the North-East corner of the Mazagon-Sewree Reclamation as shown on the accompanying lithograph (Drawing No. 6) the distance will be reduced to 6 miles. This causeway which is shewn on a plan of a proposed dock prepared in 1865 by Mr. Forde, Chief Engineer of the Frere Land and Reclamation Company, and was again proposed by Sir Walter Hughes in 1905 in connection with the Mazagon-Sewree Reclamation.

27. *Acquisition of Land.*—I have shown hatched red on Drawing No. 2 the land it is proposed to acquire which is bounded on the North by the temporary line to Anik, on the East by the oil pipe line and on the South and West by the foreshore. This measures about 309 acres. The Trustees have certain rights under the Indian Ports Act as Conservators of the Port over the foreshore and it is not therefore necessary for them to acquire it.

The whole of this land with the exception of the villages of Mahul and Ambeeda have already been notified for acquisition by Government Resolution No. F-22 of 6th January 1920.

It will also be necessary to acquire quarrying rights on Trombay Hill. The West side of the hill is included in the notification mentioned above but not the East side, I believe.

The additional land required for the railway connection is also hatched red. It comes to about 34½ acres and consists of mangrove swamps and salt pans.

28. *Future Extensions.*—I have prepared plans showing alternative proposals for further extensions.

Drawing No. 4 shows a second jetty which add 8 berths to the 18 in the proposed dock if the whole is carried out as shewn on the drawings. If this proposal is approved I would suggest that only a length of 1,800 feet of the West wall be built. This would form the West wall of the second jetty. A dam with a pitched slope would be substituted for the remaining 1,200 feet of wall. A portion of the end wall of the Jetty and extra 150 feet South wall would be built in the first instance so that the extension could be completed without interfering with the working of the dock in any way. It would however mean that the two berths at the South end of the West wall would be useless as working berths though they could be used for steamers laid up for repairs.

Drawing No. 5 shows a second dock with 18 berths similar to the first one, and provided with a separate entrance. The two docks would be connected by a communication passage so as to give each of them a second entrance in case of accident. This proposal would of course cost much more per berth than the first one on account of the entrance lock and communication passage.

No. 10421-152 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 11th June 1920.

The SECRETARY, BOMBAY PORT TRUST,
Ballard Road.

Sir,—I am directed to acknowledge receipt of your letter No. B-1289, dated the 17th May 1920, enclosing a copy of a preliminary report by Mr. P. G. Messent, C.I.E., M. Inst. C.E., Chief Engineer, Bombay Port Trust, on the proposals now before your Board for dock extension in Bombay, and requesting the opinion of my Committee thereon.

2. In reply I am to state that your letter and its accompaniments have received the careful consideration of my Committee and, as a result, I am to address you in regard to the several points upon which the opinion of my Committee is particularly invited as follows :—

(*a*) My Committee concur in the views expressed by the Trustees in regard to the advantages of the site proposed by Mr. Messent in his report and they are accordingly of opinion that his recommendations in this connection should be adopted. I am to add that they consider that the distance of the new dock from the present business centres of the City will prove to to rather in the nature of an advantage than otherwise.

(*b*) As regards the question of reserving the dock exclusively for exports, my Committee agree with the opinion expressed by your Docks Committee and consider that both imports and exports should be handled.

(*c*) While it appears to my Committee that both imports and exports will be handled chiefly, if not entirely, by rail at the new dock and, consequently, that the question of reserving certain berths for imports and others for exports is one in which the Trustees must look to their Railway advisers for guidance, my Committee are of opinion that provision should be made for simultaneous loading and discharge at all berths.—I have, etc.,

C. B. SAYER,
Acting Secretary.

# APPENDIX U-1.

## REPORT OF THE INDIAN COTTON COMMITTEE.

No. G-103 of 1920.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 22nd April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Subject.—Views of the Government of India on certain recommendations of the Indian Cotton Committee.*

Sir,—I am directed to forward, for your information, a copy of Government Order, Revenue Department, No. 1243, dated 17th April 1920, on the subject mentioned above.—I have, etc.,

A. H. DRACUP,
For Under Secretary to Government.

*Trade and Commerce.*

Views of the Government of India on certain recommendations of the Indian Cotton Committee.

GOVERNMENT OF BOMBAY.

REVENUE DEPARTMENT.

Order No. 1243.

Bombay Castle, 17th April 1920.

Letter from the Government of India, Department of Commerce and Industry, No. 178-D, dated 28th February 1920 :—

" With reference to the Resolution in the Department of Revenue and Agriculture No. 674—191, dated the 2nd August 1919, I am now directed to address you on the subject of the recommendations contained in paragraphs 205, 212, 213, 223—229 and 231 of the Report of the Indian Cotton Committee (Chapter XVI).

" 2. In paragraph 205 of the Report the Committee suggest that cotton markets on the Berar system should be established in other provinces as soon as possible, more especially in the cotton tracts of

the Bombay Presidency (except Sind), the Madras Presidency (with the exception of the Coconada tract) and the Punjab Canal Colonies. In the opinion of the Government of India this recommendation is clearly sound and they hope that the Local Governments and Administrations concerned will give it their careful attention and take necessary steps to give effect to the Committee's proposal, with the aid, where necessary of local legislation.

"3. The Committee recommend in paragraph 212 of their Report the universal use of a cotton maund of 28 lbs., but it appears from paragraph 213 of the Report that they do not consider any separate legislation to be necessary for the purpose. Apparently all that they intend is that standard weights should be prescribed by local Governments as one of the conditions of the licensing of gins and presses, and further that in local legislation for the establishments of cotton markets on the Berar system power should be taken to prescribe standard weights for use in those markets. The Government of India think that these proposals are on sound lines and should receive the careful consideration of Local Governments and Administrations.

"4. Paragraphs 223 to 229 of the Report deal with the important question of the licensing of gins and presses, and after giving the matter their most careful consideration, the Government of India are of opinion that the conclusions arrived at by the Committee in this respect are entirely sound. They accordingly propose, subject to certain minor modifications indicated below and to any observations which the Local Governments and Administrations may have to make, to accept and to put into force the Committee's proposals.

"5. The Government of India agree with the Indian Cotton Committee that, if effect is to be given to these proposals, it will be necessary to undertake special Imperial legislation for the purpose. They also agree with the suggestion made in paragraph 227 of the Report that all gins and presses should be brought within the provisions of the Indian Factories Act, 1911 (XII of 1911), irrespective of the number of workpeople they employ. It must be realised, however, that this action will undoubtedly throw a considerably increased burden of work on the local factory inspection staff and the Government of Bombay will, no doubt, separately consider what increase, if any, in the number of factory inspectors will be necessary for this purpose, in the Bombay Presidency.

"6. The recommendations made by the Indian Cotton Committee in regard to the conditions on which licenses should be granted to gins and presses—*vide* paragraph 225 of the Report—appear to the Government of India to be generally suitable, with the possible exception of condition (*m*), *viz.*, that owners of ginning and pressing factories should undertake to work for at least eight weeks in the year, unless prevented by causes beyond their control. The necessity for this condition the Government of India consider to be open to doubt. If, however, the local Governments and Administrations see no objection to this condition, the Government of India will be prepared to accept it. The proposed condition (*l*) regarding lighting seems to be unobjectionable, but if all gins and presses are brought within the scope of the Factories Act, no special legislation would be required to cover this point, inasmuch as section 11 (1) of the Act already requires that *every* factory shall be sufficiently lighted.

"7. In paragraph 229 of the Report the Committee recommend that action in regard to breaches of the conditions laid down in the license should only be taken on a complaint to the Central Cotton Committee, or to the Provincial Committee. The Central Cotton Committee, the formation of which is advocated in Chapter XIX of the Report, and in connection with which Local Governments and Administrations have been addressed in the Department of Revenue and Agriculture, Circular No. 1239, dated the 27th November 1919, would, after suitable enquiry, recommend to the Local Government concerned the withdrawal of the license or the issue of a warning as it thought fit. This procedure, though somewhat cumbersome, would, in the opinion of the Government of India, work satisfactorily so far as the withdrawal of licenses is concerned, but as full meetings of the Central Cotton Committee will probably be held only once or twice in a year warnings might well be issued on the recommendations of the Provincial or Local Committees.

"8. The Government of India doubt whether it would be advisable that the conditions on which licenses should be granted or withdrawn should be entered in the specific provisions of any legislation that may be undertaken, as the conditions might vary from time to time or in different parts of the country. It must be recognised, however, that a law which gave Local Governments unrestricted power to grant,

withhold, or withdraw licenses might reasonably be open to objection. For these reasons the Government of India are of opinion that the best course would be to enact that licenses may be granted, withheld or cancelled by the licensing authority in accordance with conditions to be laid down by the Local Government, after consultation with an advisory body on which commercial interests should be represented, and that, when the conditions laid down by the Local Government are not in consonance with the recommendations of such advisory body, an appeal shall be allowed to the Governor General in Council. This advisory body would in practice no doubt be the Central Committee recommended in Chapter XIX of the Report.

"9. The Government of India are further of opinion that there should be no penalties laid down in the law, except the penalty of withdrawal of license for breach of the conditions, and a penalty for working a gin or press without a license. Gins and presses would, of course, be liable for breaches of the Indian Factories Act.

"10. In the opinion of the Government of India the proposed law should apply to the whole of British India. It will not, of course, apply to Indian States, but it is essential that they should follow suit and the Government of India intend to invite them to do so as soon as a definite decision has been arrived at as regards the action to be taken in British India.

"11. In paragraph 231 of the Report the Committee recommend the offer of concessions in regard to the grant of Government land in the case of surplus factories forming a pool. This is a matter mainly for the consideration of the Local Governments and Administrations; but the Government of India agree with the Committee that, where members of a pool in any district keep one or more factories closed without adequate justification, no night shift working should be permitted.

"12. In conclusion, I am to request that the Government of India may be favoured at any early date with the views of the Government of Bombay on the proposals described above after consultation with such commercial bodies or individuals as the Local Government may consider necessary."

H. F. KNIGHT,

Under Secretary to Government.

No. 963—125 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 27th May 1920.

The UNDER SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. G-103, dated the 22nd April 1920, and its accompaniment, upon the subject of the views of the Government of India upon certain recommendations of the Indian Cotton Committee.

In reply I am to state that my Committee desire to submit, for the information of the Government of India, their opinion upon the proposals in question in the following terms :—

They are in agreement with the views of the Government of India as set forth in paragraphs 2, 3, 4 and 5 of their letter No. 1718-D, dated 28th February 1920.

As regards paragraph 6, they desire to point out that the difficulty anticipated in this connection will be met by the appointment of a Licensing Authority who will refuse to grant licenses for the erection of new factories where such are unnecessary. They do not consider that there is any necessity for insisting on factories working 8 weeks in the year, nor, in their opinion, would there be any advantage in so doing. They recommend, however, that the factories in question should be required to be kept in working order as is the case at present under all pool agreements.

In paragraphs 7 and 8, the procedure outlined is, in the opinion of my Committee, very cumbersome and they would suggest the appointment of a permanent Advisory Committee (the members of which should be nominated by each Provincial Government) in which should be vested powers to grant and revoke any licenses. They recommend that there should be a right of appeal to the Central Cotton Committee in Bombay which should be asked to form small Sub-Committees in each Province to hear all appeals from their districts as my Committee consider that it is a matter of the utmost importance that all appeals should be heard without delay.

In connection with paragraph 229 of the Report of the Indian Cotton Committee, my Committee recommend that action should be taken on complaints received through the Cotton Contracts Board, Bombay, in addition to those received from the ultimate user or exporter and they recommend accordingly that the words "or through the Cotton Contracts Board, Bombay," should be added after the word "exporter" on the 16th line of the paragraph in question.—I have, etc.,

C. B. SAYER,
Assistant Secretary.

## APPENDIX U-2.

### CENTRAL COTTON COMMITTEE.

No. 15081 of 1919.

REVENUE DEPARTMENT,
BOMBAY CASTLE,
6th January 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to refer to the proposals relating to the formation of a Central Cotton Committee contained in Chapter XIX of the Report of the Indian Cotton Committee and to request that Government may be favoured at an early date with the views of your Chamber on these proposals. I am to ask whether your Chamber will be prepared to nominate a representative on the Committee if one is eventually formed. I am to explain that meetings of the full Committee will probably be held only once, or at most twice a year, and that representatives who reside out of Bombay and attend the meetings will be reimbursed their travelling expenses to and from Bombay.

I have, etc.,
H. F. KNIGHT,
Under Secretary to Government.

No. 85—39 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 24th January 1920.

The UNDER SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 15081 of 1919, dated 6th January 1920, regarding the proposed formation of a Central Cotton Committee in Bombay.

2. In reply I am to state that my Committee are in favour of the proposal to create a Central Cotton Committee in Bombay upon the lines laid in Chapter XIX of the Report of the Indian Cotton Committee and further that they are prepared to nominate a representative to serve upon the same.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

# APPENDIX U-3.

## EMPIRE COTTON GROWING COMMITTEE.

31, EXCHANGE ALLEY,
LIVERPOOL, 4th February 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—The Empire Cotton Growing Committee (on which I was appointed as your Chamber's representative) has just issued its Report and I have posted you a copy and trust your Members will find it interesting.

The Meetings have been held in London and the difficulty of getting Hotel accommodation and the fact that they were held on the same day of the week as the Board of Directors of the Liverpool Cotton Association (of which I am a Member) meet has prevented my attending all the Meetings in London, but I have been to a good many and taken part in the discussions, especially on those connected with India.

When the Sub-Committee was appointed to consider the Report of the Indian Cotton Committee we were able to get Sir Chas. Armstrong and Sir Marshall Reid to join us and were glad of their advice and assistance.

The Report speaks for itself and I think you will find it contains much interesting and valuable information for the Bombay firms engaged in the Cotton Trade.

The Committee is intended to be a permanent one and as the Meetings are held in London you can easily understand that it is a considerable tax on one's time to attend them regularly and personally I should be much obliged if your Chamber would try and secure someone in London to represent them on the Committee in my place.—Yours, faithfully,

N. S. GLAZEBROOK.

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No. 240-85 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 26th February 1920.

N. S. GLAZEBROOK, Esq.,

Messrs. GLAZEBROOK & Co.,

31 Exchange Alley,

Liverpool.

Dear Sir,—I am directed to acknowledge receipt of your letter of the 4th instant regarding the recently issued Report of the Empire Cotton Growing Committee and in reply to state that a copy of the latter was duly received from Messrs. Narandas Rajaram & Co., of Bombay.

2. My Committee regret that circumstances make it very difficult for you to continue to act as their representative on the Empire Cotton Growing Committee and desire me to convey to you their grateful thanks for your services in that connection. I am to add that the Chamber will endeavour to find a suitable gentleman in London to represent them upon future occasions as you suggest.—I am, etc.,

R. E. GREGOR-PEARSE,

Secretary.

31, EXCHANGE ALLEY,
LIVERPOOL, 17th February 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—With reference to my letter of 4th instant I enclose a letter from Sir Malcolm Hogg from which you will see he is willing to take my place on the Empire Cotton Growing Committee. I have written to the Chairman in London suggesting the change and pointing out how difficult it is for any one in Liverpool to attend the meetings in London regularly and that I proposed to send in my resignation to take effect from the date my successor is appointed. When I get his reply I will address you again but presume the procedure will be for your Committee to advise the Bombay Government of the change and ask them to let the India Office know.—Yours truly,

N. S. GLAZEBROOK.

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9, KING WILLIAM STREET,
LONDON, E.C. 4, 15th February 1920.

My dear Glazebrook,—I have thought over the matter, about which you spoke to me in Liverpool, and I am willing to serve on the British Empire Cotton Growing Committee (if that is the right name) if I should be nominated.—Yours sincerely,

M. N. HOGG.

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Memorandum.

31, EXCHANGE ALLEY,
LIVERPOOL, 2nd March 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—Since writing you on the 17th ultimo I am sorry to say I have heard from Sir Malcolm Hogg that he now finds he will not be able to find the time to attend the meetings on the British Empire Cotton Growing Committee in London, and I am therefore not putting his name forward as suggested.—Yours truly,

N. S. GLAZEBROOK.

No. 540-85 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 16th April 1920.

N. S. GLAZEBROOK, Esq.,

Messrs. GLAZEBROOK & Co.,

31, Exchange Alley,

Liverpool.

Dear Sir,—With reference to your memorandum, dated 2nd March last, intimating that Sir Malcolm Hogg was unable to serve on the Empire Cotton Growing Committee as this Chamber's representative, I am to enquire whether you can suggest the name of a gentleman who would be willing to accept this office.

2. I am to add my Committee very much appreciate your services in this connection and they will be very grateful if you can help them to find a suitable successor.—I am, etc.,

C. B. SAYER,

Assistant Secretary.

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No. 541-85 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 16th April 1920.

SIR MALCOLM HOGG, Kt.,

9, King William Street,

London, E.C. 4.

Dear Sir,—Mr. N. S. Glazebrook having resigned his seat on the Empire Cotton Growing Committee, this Chamber has been asked to nominate a successor, preferably a gentleman with Indian experience of the Cotton Trade and now residing in London.

2. My Committee will be very much obliged if you can help them to the extent of suggesting the name of a suitable gentleman for this work.—I am, etc.,

C. B. SAYER,

Assistant Secretary.

31, EXCHANGE ALLEY,
LIVERPOOL, 11th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—Thanks for yours of 16th ultimo. I have already suggested that either Sir Marshall Reid or Sir Charles Armstrong might represent your Chamber on the B. E. C. G. Committee, but so far I have not been able to persuade either of them to accept the appointment. I have to attend a Special Meeting of the Committee on Thursday and go with a deputation to Lord Milner with a view of trying to get further financial assistance from the Government to supplement the grant promised by the Trade in Lancashire towards the work of the Committee, *i.e.*, about £100,000, which it is hoped to collect through the different Cotton organisations in Lancashire by a levy of 6*d.* a bale on Cotton consumed in this country.

I will explain to our Chairman that Sir Malcolm Hogg is unable to take my place now that he has been appointed to the India Council and in the meantime I will continue as your representative and attend the Meetings when possible until you find some one else willing to act.—Yours truly,

N. S. GLAZEBROOK.

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No. 1008-85-C. of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 4th June 1920.

N. S. GLAZEBROOK, Esq.,
31, Exchange Alley,
Liverpool.

Dear Sir,—I am directed to acknowledge receipt of your letter, dated the 11th May 1920, and to thank you for the same.

2. My Committee note that you are good enough to continue to act until such time as they can find a suitable gentleman to represent them in your place. I am to add that they are still endeavouring to find such a gentleman, but, so far without any success, and they hope that you will be able ultimately to persuade either Sir Marshall Reid or Sir Charles Armstrong to act as their representative on the Committee.—I am, etc.,

C. B. SAYER,
Acting Secretary.

MAYHURST, MAYBURY HILL,
WOKING, 21st May 1920

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I am in receipt of your No. 541-85 of 16th April and am making enquiries ; I hope to be able to suggest a name to you in the course of a week or two.—Yours faithfully,

M. N. HOGG.

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MAYHURST, MAYBURY HILL,
WOKING, 3rd June 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—With further reference to your No. 541-85 of 16th April I write to suggest that you should ask Mr. Osborne Marshall to serve on the Empire Cotton Growing Committee, or rather that you should send his name in to Government. I have ascertained that Mr. Marshall would be willing to serve ; his address is c/o Forbes, Forbes, Campbell & Co., Ld., 70, The Albany, Liverpool. In my opinion you would not have a more suitable man. I may mention that I sounded Sir Marshall Reid, who would however be unable to accept the position.—Yours truly,

M. N. HOGG.

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No. 1093-85 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 24th June 1920.

SIR MALCOLM HOGG, Kt.,
'MAYHURST,'
Maybury Hill, Woking, Surrey,
England.

Dear Sir,—I am directed to acknowledge receipt of your letter, dated the 3rd June .1920, suggesting the name of Mr. Osborne Marshall as that of a suitable successor to Mr. N. S. Glazebrook upon the British Empire Cotton Growing Committee.

2. My Committee desire me to state, in reply, that they agree with the opinion expressed by you in regard to Mr. Marshall's qualifications for the office in question and that they have addressed an official invitation to him accordingly.

3. I am to add that my Committee very greatly appreciate the services you have rendered to them in this matter and that they desire me to convey to you their grateful thanks for the same.—I am, etc.,

C. B. SAYER,
Acting Secretary.

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No. 1201-85.

CHAMBER OF COMMERCE,
BOMBAY, 24th June 1920.

The CHIEF SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

Sir,—I am directed to refer to the correspondence resting with the letter in your Department, No. 11662, dated the 29th September 1917, in connection with the appointment of a Permanent Cotton Committee in England, or as it is now styled, the Empire Cotton Growing Committee.

2. In the above connection, I may state that my Committee understand that Mr. N. S. Glazebrook, the gentleman nominated by them in Mr. Gregor-Pearse's letter, No. 970-118, dated the 17th August 1917, has now signified to the Chairman of the Committee in question his desire to be relieved of his duties, and I am accordingly to submit the name of Mr. Osborne Marshall as that of the representative nominated by my Committee to serve in his stead.

3. I am to add that, although no official Notification has been received from your Department in regard to the vacancy likely to be created by Mr. Glazebrook's resignation, my Committee understand that that gentleman desires to be relieved of his duties at an early date and I am, therefore, to request you to be good enough to submit the name of his successor, if their nomination in that connection is approved, to the Government of India, in the Department of Revenue and Agriculture, for favour of early action.

4. Mr. Marshall's address is:—

C/o. Messrs. Forbes, Forbes, Campbell & Co., Ltd.,

70, The Albany, Liverpool.—I have, etc.,

C. B. SAYER,
Acting Secretary.

No. 1203-85 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 24th June 1920.

OSBORNE MARSHALL, Esq.,
C/o Messrs. FORBES, FORBES, CAMPBELL & Co., LTD.,
70, The Albany, Liverpool.

Dear Sir,—I am directed to ask whether you will be good enough to allow your name to be submitted to Government as that of the representative nominated by this Chamber to serve upon the Empire Cotton Growing Committee, in the place of Mr. N. S. Glazebrook, who has asked to be relieved of his duties in that connection, and to state that my Committee will be very pleased to hear that you will do so.

2. In view, however, of the fact that my Committee understand you have already signified to Sir Malcolm Hogg your willingness to serve, if nominated, and, having regard to the length of time that must elapse before your formal acceptance of this invitation can be received, I am to add that my Committee have already submitted your name to the Bombay Government in a letter, copy of which I enclose, and I have no doubt that in due course you will be advised by the Board of Trade of your appointment.

3. For detailed information in regard to the duties of the office, I would ask you to be good enough to get into touch with Mr. Glazebrook, whose address is—C/o Glazebrook & Co., 31, Exchange Alley, Liverpool.—I am, etc.,

C. B. SAYER,
Acting Secretary.

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No. 1202-85 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 24th June 1920.

N. S. GLAZEBROOK, Esq.,
31, Exchange Alley,
Liverpool.

Dear Sir,—In continuation of my letter, No. 1008-85, dated the 4th June 1920, I am directed to state that my Committee, at the suggestion of Sir Malcolm Hogg, have decided to submit the name of Mr. Osborne Marshall as the representative of this Chamber upon the British Empire Cotton Growing Committee in your stead.

2. As my Committee further understand that Mr. Marshall has signified his willingness to serve, if nominated, I have advised the Bombay Government of your desire to be relieved of your duties at an early date and I enclose a copy of my letter for your information.

3. I also enclose a copy of the letter I am sending to Mr. Marshall by this mail which will make the position, I think, quite clear. In the event of there being any undue delay in appointing Mr. Marshall, I shall be glad if you will kindly let me know so that I may take the matter up with the Bombay Government.

4. My Committee desire me, in conclusion, again to thank you for the services you have rendered in connection with the work of the Cotton Committee, and, further, in enabling them to find so suitable a successor.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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70, THE ALBANY, OLDHALL STREET,
LIVERPOOL, 4th August 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I duly received your letter of 24th June enclosing copy of your letter to the Chief Secretary to Government, Bombay.

The delay in replying was due to my having waited to see Mr. N. S. Glazebrook who was away on holiday and only returned yesterday.

I shall have much pleasure in serving on the Committee as the representative of your Chamber if I am nominated.—I am, etc.,

OSBORNE MARSHALL.

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31, EXCHANGE ALLEY,
LIVERPOOL, 4th August 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—Your favour of June 24th arrived while I was away and I delayed answering it until I had seen Mr. Osborne Marshall. I have explained the position to him and will now advise the Chairman of the Empire Cotton Growing Committee that you have nominated him to act as your representative in my place.

There may be some delay in making the appointment as under the new scheme which is gradually maturing the present Committee will I expect, be completely re-modelled, and Trustees, an Administrative Council and various Committees will be appointed to carry on the work outlined in the Committee's report. Government have promised to apply to Parliament for a grant of £ 50,000 a year for five years, providing the Trade guarantee £ 100,000 a year from the proposed tax of 6*d.* per bale on Cotton consumed by the Mills.—Yours truly,

N. S. GLAZEBROOK.

## EMPIRE COTTON GROWING COMMITTEE.

### FUTURE ORGANISATION.

The Empire Cotton Growing Committee is now in a position to outline the executive organisation it considers necessary to carry out the objects recommended in its main report published in January, 1920, Cd. 523. This organisation is subject to modification as experience and local conditions require. Most of the funds will be spent abroad in cotton growing countries; and the organisation proposed provides primarily for the employment of men abroad with a central office in London to co-ordinate work.

A. As it has not been possible to consult local Overseas Administrations on the details of these proposals, a scheme has been prepared suited, in the first instance, to countries in which cotton growing has not as yet been very largely developed. Many features of the scheme will be of assistance to all the cotton growing parts of the Empire and, though it is probable that some of the more highly organised of these such as the Dominions, India and Egypt, will prefer to finance their own arrangements in whole or part, the Committee will be glad to co-operate closely with such countries and on their invitation to extend to them any portion of the proposed organisation which may prove acceptable.

It will be seen that to carry out adequately the work which the Committee is convinced must be done in order to stimulate cotton cultivation an annual sum of £ 200,000 is needed.

*B.—Finance and Superior Organisation.*

It is proposed that the funds be provided jointly by trade interests and by the British Government. These funds will be vested in trustees as custodians under Royal Charter. There will be a general Administrative Council representative of trade interests, the Board of Trade, the Governments Overseas and of the offices of the British Government associated with those countries. The direct control will rest with an Executive Committee appointed from this main Council, whilst for particular aspects of the work, *e.g.*, the different countries, research, information, etc., there will be sub-committees to which men of special qualifications and not on the Administrative Council will be co-opted.

*C.—Executive Work.*

The work which, according to the report of January, 1920, must be done, if the production of cotton within the Empire is to be considerably increased, falls into three groups.

*Group I.*—Mainly administrative in its character, requiring on the part of the staff general knowledge and organising ability—includes :—

(1) Questions affecting general policy, finance and establishment.

(2) Correspondence with, advice to, information from Government Departments, Local Administrations, Agricultural Departments and individual planters in cotton growing areas, and the strengthening and supplementing of local staffs for work on cotton. This last will normally be done by finding men qualified to assist in developing cotton cultivation and by providing their salaries.

(3) Forming and controlling an organisation for keeping in touch with local developments in all countries in the Empire actually growing cotton and in those suitable for cotton growing.

(4) Organising and carrying through pioneer work in suitable areas.

(5) Bringing cotton growers and other workers on cotton growing together by the dissemination of information and by providing them with facilities for keeping abreast with progress and development throughout the world.

(6) Giving information, when available, to financial and commercial companies contemplating growing cotton; but on this point the Committee is of opinion that investors wishing to invest in cotton growing will be well advised to begin by making full enquiries for themselves.

*Group II.*—Demanding scientific knowledge and training on the part of the staff—will include:—

(1) Keeping abreast of, indexing, having available and disseminating judiciously information on all scientific and experimental work on cotton growing and re-acting on cotton growing.

(2) Collecting full knowledge of the characteristics of all varieties of cotton.

(3) Keeping in close touch with the British Cotton Industry Research Association.

(4) Fostering actual research on cotton growing—

(*a*) By the establishment of a special cotton research station or stations abroad.

(*b*) By assisting in providing facilities for training men for the various agricultural services.

(*c*) By assisting in selecting men for special work on cotton abroad.

*Group III.*—Mainly of a commercial character—will include:—

(1) Valuing cottons and keeping in touch with all markets.

(2) Where advisable guaranteeing prices to growers.

(3) Taking the necessary measures to secure to growers better prices for better cotton.

(4) Where desired ginning and marketing cotton.

(5) Spending money on the promotion of the growing of cotton as compared with other crops.

In each of these groups there is much which must be done abroad, but all will require to be co-ordinated, and the three branches must work together supplementing each other.

*D.—The Central Office.*

This will be located in Westminster. It will undertake the general direction and control. This and the work described in the three preceding groups which falls directly on the Central Office will entail :—

(*a*) Association with the Government Departments and the Cotton Industry and organisations at home.

(*b*) Acquiring and maintaining an intimate and detailed knowledge of the physical conditions, and progress of cotton growing, the existence and development of competing crops, the facilities for transport, the labour supply, the conditions and terms on which land is obtainable, &c., in all the tropical portions of the Empire.

(*c*) Close liaison with the Overseas Governments and the Departments of the Home Government associated with them.

(*d*) The employment of selected men who by touring will keep in touch with local developments.

(*e*) The collection and dissemination of all scientific and experimental work done on or bearing on cotton, &c., and the work in Group II. (1, 2 and 3.)

(*f*) The general direction of the research institutes to be established abroad, and consultation with scientific men on special problems as required.

(*g*) Arranging for the efficient carrying out of the Commercial Work detailed in Group III.

(*h*) The establishment of a Journal, or co-operation with other bodies for this purpose.

(*i*) The engaging of men for strengthening and supplementing agricultural departments overseas.

(*k*) Aiding in providing facilities for training men for agricultural departments.

To discharge this work the following staff and organisation will be necessary :—

(1) A General Director who should be selected for his organising capacity and experience and general knowledge. It would be advantageous if he had experience of tropical administration and conditions and also of cotton.

(2) A General Secretary.

(3) Three sections are needed for the work in the Central Office under (*b*) and (*c*), *viz.*, acquiring and maintaining detailed knowledge of the cotton growing countries in the Empire. These sections would deal respectively with

(i) Egypt, the Soudan, India and the East.

(ii) The rest of Africa excluding the Union of South Africa.

(iii) The self-governing Dominions and the West Indies and other parts of the Empire.

Much of the work for the Journal could also probably be handled between these sections.

Each of these three sections will be in charge of an Assistant Secretary of the standing of the Administrative staff in the Home Civil Service.

4. The Committee lay special stress on the work under (*d*)—the employment of selected men as Travelling Commissioners who will keep in touch with local development by systematic touring.

In the development of cotton cultivation, reliance cannot be placed solely or even mainly on a Central Office in London. Any plans for supplementing the staffs of local agricultural departments and for useful expenditure to supplement their efforts, must be first discussed with the local administrations and local agricultural departments, to insure their co-operation and assistance. The various countries should also be visited periodically to promote the maintenance of a full understanding with local administrations. In cases in which exploratory work is organised directly by the Committee, or men happen to be employed abroad directly under the Committee, periodical inspection is necessary. The Central Offices thus need the services of Travelling Commissioners free to tour who should be able to spend sufficient time in the countries they visit to absorb local conditions. Four such men will suffice. At first they will probably be mostly engaged in bringing back suggestions as to how local efforts can be supplemented, whether capital is required for cotton growing in particular localities, and what further exploration is needed. Agricultural knowledge and administrative experience is desirable in these Travelling Commissioners.

5. For the work under (*e*) and (*f*) scientific knowledge is required on the staff. A man who had been engaged on scientific work in the tropics, preferably on cotton, and had recently returned to England on pension, should be well suited for much of the work of recording and disseminating information useful for men abroad at work on cotton. The actual Research work to be undertaken abroad will be controlled in each place by a responsible chief, but the financial control will be in the hands of the General Director. The study of special scientific problems will be submitted as required to the highest available authorities by the General Director.

6. It is expected that much of the commercial work under (*g*) will be done by the British Cotton Growing Association with whom an agreement has been provisionally arranged, but it will be necessary to have a Commercial Secretary in the Central Office.

*E.*—On this basis the general scale of salaries for the staff directly attached to the Central Office would be approximately as follows :—

| | |
|---|---|
| General Director .. .. .. .. | £2,000 or upwards |
| Travelling Commissioner .. .. .. | £1,200 to £1,800 plus expenses |
| General Secretary .. .. .. | £750 to £1,000 |
| Assistant Secretaries in charge of Territorial Sub-Sections .. .. .. | £400 to £800 |
| Scientific Recorder .. .. .. | £500 to £750 |
| Commercial Assistant .. .. .. | £750 |

The cost of the Central Office including rent and minor expenses is estimated to amount to about £25,000 per annum.

*F.—The Staff Abroad.*

*Research Station or Stations abroad.*—These will conduct the higher research regarding the cotton plant, as distinct from investigations designed to promote the interests of particular areas and will be under the financial control of the General Director.

The exact plans are necessarily postponed until the Administrative Council comes into existence and the Director is appointed. It is, however, considered that a beginning could be made with £20,000 per annum to cover salaries and expenses including interest and amortisation on the initial outlay of capital.

*G.—Supplementing the Staffs of Agricultural Departments Overseas and Pioneering.*

It is convenient to take these two classes of work together as they will only be undertaken after consultation with the Local Agricultural Departments and as the men, who will be engaged for such work, will possess qualifications similar to those required by Agricultural Departments abroad. The duty of providing an Agricultural Department falls primarily on the Local Government, whilst the different Agricultural Departments have done much exceedingly valuable work on cotton, yet the care of all crops falls naturally within their duties. If exceptional attention be desired for cotton it is not unreasonable that the Committee should find and pay additional men required for that purpose. In working any such proposal the greatest stress is laid on the fullest co-operation with the local Agricultural Departments. Help could, of course, be given to them by block grants, but it is believed that more rapid progress may be expected and greater efficiency attained if these additional men are found and paid for by the Empire Cotton Growing Committee. In putting forward this scheme there is no intention of creating an independent body inside a local department. The additional men will be posted to a department for a specified period, after full consultation with and on invitation by the local administration. They will be fully under the control of the local Director of Agriculture, subject to the same rules of discipline as the local officers of the department, and draw their salaries and allowances through the local treasuries, the Committee being responsible to the Local Government for providing the funds needed. As the work of these men will benefit the locality it is hoped that the Local Governments will supply the subordinate staff necessary and also the local travelling expenses; though in the case of some of the less developed countries it is recognised that contributions may reasonably have to be made for this purpose.

This method is preferable to a system of lump grants to departments because:—

(1) It creates a body of men who will have specialised in cotton from which at times a Local Government may be very glad to draw.

(2) It is more flexible—local departments are necessarily organised according to the unit of administration and transfers of men between different administrations are not always easy to obtain.

(3) It will provide men from which the Travelling Commissioners can later be drawn.

Their emoluments will conform to those paid by the Agricultural Departments of the locality, with proper provision for a system of gratuities based on length of service in lieu of pensions, therefore, in framing these estimates the scales of pay in force or proposed for many of the Agricultural Departments abroad have been examined. In calculating the numbers required, the countries which are in a comparatively early stage of development have chiefly been considered, though invitations to extend the same system to the countries more fully organised will be welcomed.

Calculating on this basis it will be necessary to provide for a staff of 90 men (including scientific workers, and agricultural officers of different grades) as supplemental to local Agricultural Departments. This it is estimated will cost £ 88,000 per annum. Pioneering work, capital expenditure, and local expenses in countries in which local administrations would require assistance will absorb another £15,000.

The provisions for gratuities on termination of service will require the formation of a sinking fund of £ 7,000 a year.

Travelling allowances for transfers, journeys home and outward—£ 5,000.

This section of work is, therefore, estimated to cost eventually £ 115,000 per annum.

*H.—Education.*

Other funds which will mainly, but not necessarily, be spent at home will be required for the work under Group II. (iv) *b—i.e.*, assisting in providing facilities for training men for the various agricultural services abroad.

It is estimated that to meet the demand for scientists for work on tropical plants University staffs in this country should be increased specially for this purpose by at least:—

| | £ |
|---|---|
| 4 Professorships .. .. .. .. | 5,000 |
| 15 Lectureships in Science .. .. .. | 12,000 |
| 6 Administrative and Technical Lectureships | 5,000 |
| 20 Post Graduate Studentships .. .. | 5,000 |
| | £ 27,000 |
| *Less*—Contributions from other Industries (say) | £ 15,000 |
| | £ 12,000 |

Such a staff will be of service to all industries using tropical vegetable products, and it is proposed to endeavour to co-ordinate these industries in a common effort for this purpose. It is suggested that the cotton industry will be doing its share if it finds £ 12,000 a year.

*I.—Information.*

The cost of supplying information and of the issue of a journal has been included in the estimate for the Central Office.

*K.—Commercial Handling.*

Under this head a great variety of expense is possible, and apart from the difficulty of estimating what money will be wanted, there is the further question as to the amount of assistance that may be expected from the British Cotton Growing Association. It is, of course, understood that in doing commercial work for the Empire Cotton Growing Committee the British Cotton Growing Association will neither make a profit nor incur losses to themselves, and, therefore, profit and loss will fall to the account of the Empire Cotton Growing Committee.

The kind of expenses which will be incurred include the following:—

(i) Guaranteeing prices.

(ii) Advances against growing crops.

(iii) Ginning, baling and costs of bringing to market.

(iv) Carrying the crop and merchanting.

The following points await further consideration :—

(*a*) The probable capital required (other than that which may be obtainable each season from the Banks) for financing every 100,000 bales up to say, 500,000.

(*b*) The losses which must be expected if a liberal policy of forward buying is adopted, remembering the possibility of a fall in the price of cotton during the next few years.

*L.* There is another kind of expense not dealt within the main report, *viz.*, the setting up of experimental cotton growing enterprises on a semi-commercial scale. The work proposed to be undertaken by the British Cotton Growing Association in India might be mentioned as an instance. It is hoped that before long shape may be given to another organisation for growing cotton in suitable places on commercial lines. In the meantime it is considered wiser not to include work of this kind within the scope of this budget.

*Summary.*

The summary of the foregoing annual financial requirements is :—

| | | £ |
|---|---|---|
| C., D. & E. | Central Office and Journal .. | 25,000 |
| F. | Research Stations abroad .. | 20,000 |
| G. | Supplementing staffs overseas and pioneering .. .. | 115,000 |
| H. | Education .. .. .. | 12,000 |
| | | £ 172,000 |

To this must be added the Commercial Handling for which no estimate has been framed, but which will require funds.

It is clear that the annual outlay under some of these heads will not at first be realised, but on the other hand it will be necessary at the earliest stages to be very liberal under the head of Commercial handling in places in which the growing of cotton is still in its infancy. Thus in order to carry out the recommendations of the main report, an income of approximately £ 200,000 ought to be assured.

No. 1667-85 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 13th September 1920.

N. S. GLAZEBROOK, ESQ.;
31, EXCHANGE ALLEY,
Liverpool.

Dear Sir,—I beg to acknowledge receipt of your letter, dated the 4th August 1920, and in connection therewith I am glad to inform you that Mr. Osborne Marshall has consented to serve upon the Empire Cotton Growing Committee in your stead, if his nomination is approved by Government.

2. I am grateful to you for so kindly forwarding me a copy of the pamphlet describing the lines upon which the Committee is to be reorganised and I quite realize that there may be some delay in making the appointment upon that account.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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No. 1677-85 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 13th September 1920.

The CHIEF SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

Sir,—I have the honour to draw your attention to my letter No. 1261-85, dated the 24th June 1920, in which my Committee submitted the name of Mr. Osborne Marshall as that of their representative on the Empire Cotton Growing Committee in place of Mr. N. S. Glazebrook who was desirous of being relieved of his duties in that connection and to enquire whether any action has been taken in regard to the requests contained in the 3rd para. thereof.—I have, etc.

C. B. SAYER,
Acting Secretary.

No. 1668-85 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 13th September 1920.

OSBORNE MARSHALL, ESQ.,

MESSRS. FORBES, FORBES, CAMPBELL & Co., LTD.,

Liverpool.

Dear Sir,—I beg to acknowledge receipt of your letter, dated the 4th August 1920 advising me of your willingness to serve on the Empire Cotton Growing Committee as the representative of this Chamber and to thank you, on behalf of my Committee, for your kindness in so doing.

Immediately I hear from the Government of Bombay regarding your nomination I shall advise you further, but I expect you will hear from the Chairman of the Committee in the meantime in which case perhaps you would be good enough to advise me of the position.—Yours faithfully,

C. B. SAYER,

Acting Secretary.

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REVENUE DEPARTMENT,

SECRETARIAT, FORT,

BOMBAY, 1st October 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SUBJECT.—*Representative on the British Empire Cotton Growing Committee.*

Sir,—With reference to your letter No. 1677-85, dated 13th September 1920, I am directed to state that the question of the nomination of Mr. Osborne Marshall is under reference to the Cotton Trades Association, the Cotton Contracts Board and the Ahmedabad Millowners, Association, and awaits the reply of the last.—I have, etc.,

H. F. BALL,

Under Secretary to the Government of Bombay,
Revenue Department.

SEJB-DA.

EMPIRE COTTON-GROWING COMMITTEE,
BOARD OF TRADE,
(INDUSTRIES AND MANUFACTURES DEPARTMENT),
GREAT GEORGE STREET,
LONDON, S.W.1, 4th November 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—As you are no doubt aware, Mr. N. S. Glazebrook, who was your representative on this Committee, has now resigned as he found it very difficult to attend the meetings in London. He has informed me that you have nominated Mr. Osborne Marshall of Messrs. Forbes, Forbes, Campbell, & Co., Ltd., to act as his successor.

I should be very glad if you would inform me as early as possible whether Mr. Marshall's nomination has now been approved by the Bombay Government.—Yours faithfully,

S. E. J. BRADY,
Secretary.

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No. 3267-85 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 3rd December 1920

The UNDER SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

Sir,— I have the honour to invite a reference to the correspondence resting with your letter, No. A. 301, dated the 1st October 1920, in connection with the appointment of this Chamber's representative upon the Empire Cotton Growing Committee.

2. In the above connection I am to state that I have been asked by the Committee in question to inform them whether the nomination of Mr. Osborne Marshall, intimation of which was conveyed to you in my letter, No. 1201-85, dated the 24th June 1920, has been approved by Government.

3. As I have been asked for a reply at an early date, I shall be glad if you would be so good as to advise me at your earliest convenience as to the form the same should take.—I have, etc.,

C. B. SAYER,
Acting Secretary.

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No. 2366-85 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 3rd December 1920.

The SECRETARY,
EMPIRE COTTON GROWING COMMITTEE,
BOARD OF TRADE,
GREAT GEORGE STREET,
London, S.W.1.

Dear Sir,—I beg to acknowledge receipt of your letter No. I. M. 2605, dated the 4th November 1920, with regard to the appointment of a representative of this Chamber upon your Committee in place of Mr. N. S. Glazebrook.

2. Although I have frequently addressed the Local Government in the matter of Mr. Osborne Marshall's nomination I have not yet been able to ascertain whether the nomination has been approved. In their last letter, dated the 1st October 1920, the local Government informed me that the matter was under reference to the leading Associations of Cotton Merchants and Employers in this Presidency and awaited the reply of the Ahmedabad Millowners' Association. Upon receipt of your letter, however, I addressed a further letter to Government and I hope shortly to be in a position to advise you of their reply.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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No. A. 301.

REVENUE DEPARTMENT,
SECRETARIAT, FORT, BOMBAY.
Dated the 8th December 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Subject.—Representative on the Empire Cotton Growing Corporation.*

Sir,—With reference to your letter No. 3267-85, dated 3rd December 1920, I am directed to state that in response to a communication received from the Secretary of State for India the name of Mr. Osborne

Marshall is being communicated as the representative of your Association for being incorporated in the charter of the Empire Cotton Growing Corporation.—I have, etc.,

SHAMRAO D. MANKAR,
Under Secretary to the Government of Bombay,
Revenue Department.

No. 2444-85 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 9th December 1920.

The UNDER SECRETARY TO THE GOVERNMENT OF BOMBAY,
REVENUE DEPARTMENT, SECRETARIAT,
Fort.

Sir,—I have the honour to acknowledge receipt of your letter, No. A. 301 of the 8th instant intimating that the name of Mr. Osborne Marshall is being communicated to the Secretary of State as the representative of this Chamber for being incorporated in the charter of the Empire Cotton Growing Corporation.—I have, etc.,

(Sd.) H. ROYAL,
*for* Acting Secretary.

No. 2445-85 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 9th December 1920.

The SECRETARY,
EMPIRE COTTON GROWING COMMITTEE,
BOARD OF TRADE,
GREAT GEORGE STREET,
London, S. W. 1.

Dear Sir,—In continuation of my letter, No. 2366-85 of the 3rd instant I beg to inform you that a reply has now been received from the Government of Bombay to the effect that in response to a communication received from the Secretary of State for India the name of Mr. Osborne Marshall is being communicated as the representative of this Chamber for the purpose of being incorporated in the charter of the Empire Cotton Growing Corporation.—I am, etc.,

H. ROYAL,
*for* Acting Secretary.

# APPENDIX U-4.

## THE INDIAN SUGAR COMMITTEE.

No. 351.

INDIAN SUGAR COMMITTEE,

Camp, 25th February 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Sir,—I have the honour to invite you to nominate a representative of your Chamber to give evidence before the Indian Sugar Committee, of the constitution of which under the Government of India, Department of Revenue and Agriculture, Resolution No. 949-151, dated the 2nd October 1919, you are no doubt already aware.

2. In the event of your Chamber being willing to be represented before the Committee, I have the honour to enclose a list of questions prepared for the guidance of witnesses, and to ask that it may be made over to your representative with the request that he will forward to me at the earliest possible date, a written statement of your Chamber's views on those matters within the scope of the Committee's enquiry on which they desire to offer information and opinions.

3. I am to invite your special attention to No. 3 of the instructions to witnesses on page 2 of the list of questions, and to request that your representative will, when forwarding his written statement, state definitely whether the whole or any portions of his evidence should be treated as confidential.

4. It is hoped your representative, if any, will be able to appear before the Committee in the Secretariat Council Hall, Bombay, on the 5th April 1920, at 11 a.m., for the purpose of giving oral evidence before the Committee.—I have, etc.,

A. E. GILLIAT,

Secretary.

## QUESTIONS.

### I.—AGRICULTURE.

*(a) General Agricultural Practice.*

1. In what district have you been stationed and for what period ? Have you been in actual touch with the cane cultivator ?

2. Has cane been long grown in your district or is it a recent introduction ?

3. In your tract what proportion does the area under cane bear to that under other crops with similar water requirements ?

4. Do you consider that the greater capital outlay required for cane acts as a serious impediment to its cultivation in your locality ?

5. What is the average size of holdings on which cane is grown ?

6. What is the importance of the crop in your district in comparison with other crops ; and what are the average yields and profits per acre under cane ?

7. How does the return to the cultivator from cane compare with that from other crops in the district ?

8. Have any other crops already taken or are they now taking or are they likely to take the place of sugarcane ? If so, why ?

9. Does the area under cane fluctuate at all largely in the district ; and if so, what reasons do you advance to explain this ?

10. Is there any possibility of an increase under sugarcane in your district if the crop is made more profitable to the cultivators ?

11. What is the class of canes grown in your locality, thick or thin ? If both, what is their relative proportion ? Is it possible to introduce or extend the cultivation of thick canes by adopting better methods of cultivation and manuring ?

12. What are the varieties of cane grown in the district with which you are acquainted ? Which of them are liked best and why ? Are these varieties grown pure or mixed and why ?

13. Can you say how long the varieties of cane mentioned in your reply to question 12 have been under cultivation in your locality ? Have any changes taken place during recent years ?

14. Have you heard any reports about their deterioration in recent years ? If so, in what direction has this deterioration taken place ?

15. What are, in your opinion, the points of a good cane ? In what respects do your local varieties fall below this standard ?

16. Do you plant whole canes or tops only ? Have you any remarks to make on the relative advantages of these methods ? What number of sets do you plant per acre ? Is any selection practised with a view to planting disease-free sets ?

17. Does the practice exist in your district of obtaining your seed periodically from some other locality ? If so, how often do you obtain fresh seed and what are the advantages claimed for this practice ?

18. How do you plant canes in your district ? In trenches or behind the plough or do you use any other method ? What method do you consider preferable and for what reasons ?

19. Do you consider that, with the present class of cane grown by the ryot, his method of planting can be improved upon ?

20. Do you generally grow cane by itself or with another crop ? If so, with what crop ? What are the advantages of growing it with another crop ?

21. Is ratooning practised in your district ? In your opinion what are the advantages or disadvantages of this practice ?

22. What after-cultivation is practised during the growing period of the crop ?

23. What is the length of time your canes are on the land before harvesting ? Do you prefer a longer or shorter duration variety ? If so, why ?

24. What rotation is practised on cane lands ?

(*b*) *Manuring.*

25. What manures are used for cane in your district and what amounts are applied per acre ?

26. Has there been any change in the kind of manures used and the methods of manuring ? Is there any demand for concentrated manures ? If so, is the local supply sufficient ? If not, how in your opinion can this deficiency be met ?

27. Are artificial manures used at all ? If they are not, why not, and what in your opinion can be done to help the cultivators to procure artificial to supplement local manures ?

28. Do you consider that the class of cane grown in your district is such that it will not pay to manure it highly ?

29. What in your opinion is the effect of (1) heavy dressings, (2) top dressings with artificials on early ripening and late ripening canes respectively ?

30. Is any use made of cane trash as manure in your district ?

31. Is any green manuring of cane lands practised ; and what has been your experience with this class of manuring with regard to cane ?

(c) *Pests and diseases.*

32. What are the chief pests and diseases affecting canes in your district ? Do they do much damage and what remedies have you found useful against them ?

33. Do you consider that such pests and diseases are a barrier to the introduction of better class canes under the ordinary cultivator's conditions ?

II.—IRRIGATION.

34. Is sugarcane in your district irrigated or not ? If irrigated, is it from wells, tanks, canals or river channels ? Is there any likelihood of increase of water supply from these sources in the near future in your tract ?

35. What are the periods during which irrigation is available and during which it is required ? Is there any restriction of area under cane because of the difficulty of getting water at the right time ?

36. What is the number of irrigations given in your district and what is the volume of water required per acre at each watering ? If the supply of irrigation water is insufficient what steps are usually taken by cultivators to bridge over difficult periods ?

37. Where water is supplied from Government Irrigation Works, do you consider the existing water rate charged for cane suitable ?

38. Do you consider that any special action is required to facilitate the purchase and setting up of power pumping plants for irrigating cane in your district ?

39. Have the cultivators in your district tried any co-operative purchase of such plants ; and if so with what result ?

40. Is it your experience that where abundant water for irrigation is available, cultivators prefer another crop to cane ?

41. Has excessive irrigation rendered any land under sugarcane in your district saline or uncultivable ?

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## III.—Manufacture.

### (*a*) *Local manufacture.*

42. Does your district feel any shortage of cattle power for crushing canes ? What chances are there of the introduction of power-driven cane-crushing mills in your district ?

43. Are labour conditions in your district such that a sufficient supply is available for cane to be dealt with when ready ? If not, do you consider this shortage to be a limiting factor with regard to the area under cane in your district ?

44. What class of mills is used by cultivators for crushing canes in your district ? Is it efficient and what are the arrangements under which the cultivator ordinarily obtains it ? Have you any suggestions to make as regards the supply of improved mills and pans ?

45. Is *gur* (jaggery) or sugar manufactured in your district ? If the former, is it suitable for consumption as such or for refining ? What was the average price per maund of *gur* (jaggery) for the last ten years ; and how does this rate compare with the average rate for sugar in your locality during the corresponding period ?

46. Is *gur* (jaggery) or sugar made in your district from other sources than cane, *e.g.*, date palms, palmyra palms, beet, etc. ? If so, what is the extent and importance of the industry ?

47. Is all the *gur* (jaggery) produced consumed locally or is it sold for refining or exported for consumption as such and, if so, where ?

48. What is your opinion of the local methods of making *gur* (jaggery) ? Are trash and megass found sufficient in your district for boiling *gur* (jaggery) or have they to be supplemented by other fuel ? What improvement would you suggest as practicable ?

49. Do the cultivators in your district sell their canes ? If so, at what rate and to whom—a sugar factory, a *gur* manufacturer or direct for chewing ?

50. When they sell their cane, is it because it pays them better to dispose of it in this form or because they have no means of crushing it themselves ?

51. Do you consider that with the use of more efficient mills for crushing cane and other improvements in the manufacture of *gur* (jaggery) the result will be to glut the *gur* (jaggery) market ? Is that market expanding or contracting ?

52. Have you any experience of a power-driven factory manufacturing good *gur* (jaggery) ? Do you consider such factories desirable in the interests of the cane cultivators as well as the consumers ?

53. Do you consider that a small power plant for crushing cane and manufacturing *gur* (jaggery) can be efficiently run by ryots combining together ; or do you think that such plant can be best run by small capitalists ?

54. Do you consider that, in areas of small sugarcane cultivation, it will be possible to establish small factories for the manufacture of raw sugar which might later be worked up into refined sugar at a central factory ?

55. What methods of manufacturing sugar are in use in your district ? Have they merely been revived on account of the high level of prices reached during the war ; or were they working successfully in pre-war conditions.

*(b) Central factories.*

56. Do you consider, that in the event of a central factory being established in your district, the indigenous methods of manufacturing sugar would continue ? If not, would their decrease be due to deficiency of cane or inefficiency of manufacturing ?

57. Do you consider that sufficient area under cane each year could be put down in your district to maintain a central factory crushing, say, 500 tons a day ?

58. Provided such a factory were put up, would the cultivators agree to grow the cane required at a fair market rate and to supply it

in the quantities and at the time required by the factory management; and would they be willing to enter into a definite agreement for a period of years to this effect ?

59. Do you favour payment by weight or by sucrose content; and which do you consider would be most likely to satisfy the growers ?

60. In case of payment by weight what scientific or other checks could with advantage be provided to secure to the cane growers the full market value of the canes delivered ?

61. Do you consider the Indian sugar industry is handicapped more by low yields of poor quality cane per acre than by inefficient methods of manufacture ?

62. What criticisms have you to offer on the present methods of manufacturing white sugar in India; and where do you consider these methods are capable of improvement ?

63. Do you consider that the absence of expert knowledge has militated against production on an efficient and cheap basis ?

64. What do you consider the essentials for the successful establishment of a Central Factory ? More specially what are your views with regard to the following matters :—

(*a*) the area of land which should be under the immediate control of the Factory, and whether such land should be purchased or leased by the Factory ?

(*b*) to what extent it is necessary and possible to adopt a scheme of advances to independent cultivators in order to ensure an adequate supply of cane ?

(*c*) the provision of an adequate labour supply ?

65. (*a*) Do you consider that any of these essentials are unattainable without Government assistance, and if so, what form do you consider such assistance should take ?

(*b*) Is Government assistance required with regard to the improvement of roads and other means of communication and the provision of facilities, such as extra sidings, etc., required for quick and efficient railway transport ?

66. Do you consider the question of white sugar manufacture to be one in regard to which the advice and assistance of specialists is required on a large scale ? If so, by what agency should such a staff be maintained ?

67. In particular do you consider that chemical control in factories is a question which should be dealt with by private enterprise or by Government Experts ?

68. What use is at present made of molasses in your district ? What are the possibilities of extending the industrial uses of molasses and other by-products of sugar manufacture ?

## IV.—Tariff and Excise.

69. Do you consider that the present import duty of 10 per cent. on imported sugar has contributed in any way to enable the Indian sugar factories to compete with foreign sugar in this country ? Do you consider such a duty essential in the interests of the Indian sugar industry ; and what are your views with regard to the suitability of the present rates ?

70. Do you advocate any form of differentiation in the rates of such a duty, and if so, to what extent, and on what lines ?

71. What are the sources of manufacturing spirit in your district, *e.g.*, from molasses, *mahua*, etc. ? Have the present excise regulations in any way retarded the establishment of refineries in this country ? Have you any criticisms to offer on the present methods of giving such contracts and the conditions binding such contracts ?

## V.—Miscellaneous matters.

72. Do you consider that the sugarcane forecast as at present published is sufficiently accurate so far as your province is concerned ? If not, can you suggest any way in which it could be improved ?

73. Can you suggest any methods by which statistical and other information regarding sugar can be made more readily available in India, and what special organization, if any, is required for the purpose ?

74. Have you any suggestions to offer as to the best way in which closer co-operation between the Agricultural Department and the Indian sugar industry can be secured ?

75. Are there any other points on which you would like to express an opinion ?

No. 949-151.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

AGRICULTURE.

*Simla, the 2nd October* 1919.

RESOLUTION.

Among the many questions which have been brought into prominence by the war that of the possibility of organising and developing the Sugar Industry in India stands high in importance. It is not a new question. It has been considered by the Board of Agriculture in India from time to time, and formed one of the main subjects of discussion at its last meeting at Poona in December 1917, when the necessity for a Bureau of Information on the industry was emphasized. A beginning in this direction has already been made ; and Mr. Wynne Sayer of the Indian Agricultural Service was in February last placed on special duty to undertake the collection and co-ordination of all available information regarding the industry. But this is only a beginning and the Government of India realise that much remains to be done if any material expansion of the industry is to be looked for.

2. Regarding the desirability of such expansion there can be no doubt. The food value of sugar is high : the annual consumption has been increasing steadily for many years, in India no less than elsewhere. Sugarcane is indigenous in India and until very recent years stood first of all countries in the world in its area under cane and its estimated yield of cane-sugar, and even now ranks second only to Cuba. Yet it is notorious that the yield both of cane and raw sugar per acre and the percentage of available sugar extracted from the cane are undesirably low. While, therefore, India should be in a position, as she was in the past, to produce a surplus of sugar for export, she has in fact had to supplement her own supplies by imports the tendency to the steady increase of which has only been checked by war conditions. The same conditions have also served to emphasize the disadvantages involved in relying upon external sources of supply. The world prices of sugar have risen enormously, with the result that, while imports between 1913-14 and 1917-18 fell in quantity from 900,000 to 500,000 tons approximately, they rose slightly in value from 14·96 to 15·32 crores. The beet sugar industry has been disorganised over

extensive areas in Europe and, if India cannot now look to herself to supply her own wants, she is faced with the alternative of either reducing her consumption of sugar, or paying increased amounts to obtain it.

3. But if the desirability of extending the sugar industry in this country is obvious, the difficulties involved are hardly less so. Apart from the difficulties attending the cultivation and manufacture of cane-sugar in all countries, the Indian industry is confronted with problems which are either peculiar to India or exist there in a special degree. The systems of land tenure exhibit great variety and are complicated by the customary laws of inheritance and joint ownership. Again, the bulk of the sugar produced in India is consumed in its crude state as *gur* or jaggery ; and this fact has an essential bearing on the prospects of a successful venture for the production of factory sugar in any particular locality. There are indications that the incentive of present prices of sugar is attracting considerable attention to India as a further source of supply ; and that the necessary capital and business enterprise would be forthcoming if the whole question both in its agricultural and manufacturing aspects were thoroughly investigated, and the conditions essential to the establishment of an organised industry authoritatively defined. The Government of India are, therefore, of opinion that the time is opportune for the appointment of a representative Committee to investigate the problem in all its bearings and to advise whether a definite and co-ordinated line of policy can be laid down for the promotion of further development. They have accordingly, with the approval of His Majesty's Secretary of State, decided to appoint a Committee for this purpose during the coming cold weather, under the presidency of Mr. J. MacKenna, C.I.E., I.C.S., Agricultural Adviser to the Government of India, and with the following terms of reference :—

(1) to examine the various sugarcane growing tracts of India with a view to determining the nature of the expansion possible in such tracts either by the development of a factory industry or by improvements in the existing indigenous methods ;

(2) to examine the possibility of consolidating the areas under cane and of the extent to which this is limited by the existing systems of land tenure ;

(3) to report on the work already done by the Sugar Expert with regard to the breeding and selection of improved varieties of cane and to make suggestions as to the extent and direction in which this work can be further expanded ;

(4) to examine the present methods of co-ordinating work on sugarcane adopted by the Agricultural Departments working in the various provinces and the efficiency of agricultural practice in vogue in India or recommended by the Agricultural Department ;

(5) to examine the existing sugar factory industry in India and to advise in what localities and under what conditions a factory industry can be successfully established ;

(6) to examine the economic and labour conditions now prevalent in the various districts where expansion of the sugar industry is likely and the question of improving railway facilities and other means of transport which may be required with a view to furthering the spread of the industry ;

(7) to investigate the work that is being done in the introduction of improved small power plants and small power factories;

(8) to review the position of India with regard to the world's sugar supply and to formulate recommendations for the improvement of that position ;

(9) to investigate the conditions under which refined and raw sugar and molasses are imported into India ;

(10) to examine the effects of controlling such imports by a duty, and, where necessary, grading this duty so as to give preference to sugar grown in British dependencies ; and

(11) to examine the present conditions governing the manufacture of rum under license from Government and the question of distributing such Government contracts.

The Committee is expected to assemble on October 26th. It will tour to such extent as may be necessary for the local examination of existing conditions, and it will examine witnesses with a view to the consideration of all shades of informed opinion. The Government of India trust that Local Governments and Administrations and their

officers will afford the Committee all facilities for the furtherance of its investigations, and will comply with any requests for information or advice which it may address to them.

4. The Government of India are not yet in a position to announce the names of all those who will serve as members of the Committee but its composition and personnel, in so far as these have already been decided, will be as follows :—

(1) Mr. J. Mackenna, C.I.E., I.C.S., Agricultural Adviser to the Government of India, *President.*

(2) A member of the Indian Civil Service as Vice-President (to be nominated later).

(3) The Hon'ble Mr. Lalubhai Samaldas, C.I.E., Bombay.

(4) Sir Frank Carter, Kt., C.I.E., C.B.E., of Messrs. Turner, Morrison and Company, Calcutta.

(5) Sirdar Jogendra Singh, Punjab.

(6) Mr. J.W. Macdonald of Messrs. Henry Tate and Sons., Ltd., Sugar Refiners.

(7) } Two other experts to be obtained from England (will be
(8) } announced later).

(9) Mr. Wynne Sayer of the Indian Agricultural Service.

In addition to the above the Committee will co-opt Mr. A.B. Shakespear, C.I.E., of Messrs. Begg Sutherland and Company, Cawnpore, as a member for the period of its tour in the United Provinces, and it is proposed similarly to co-opt a representative of the industry in Southern India. Mr. A. E. Gilliat, I.C.S., will act as Secretary to the Committee.

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No. 286/89 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 13th March 1920.

THE SECRETARY, INDIAN SUGAR COMMITTEE,
Camp.

Sir,—I am directed to acknowledge receipt of your letter No. 351, dated the 25th February 1920, inviting my Committee to nominate a representative to give evidence before the Indian Sugar Committee.

2. In reply I am to state that my Committee do not desire to nominate a representative to give evidence as they are of the opinion that such evidence as they might be in a position to give would be of little service to your Committee.—I have, etc.,

C. B. SAYER,
Assistant Secretary.

# APPENDIX V.

## HIDES AND SKINS.

No. 214 of 1920.

THE SOUTHERN INDIA SKIN AND HIDE MERCHANTS' ASSOCIATION,
33, ERRABALU CHETTY STREET,
MADRAS, 8th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I have the honour to enclose herewith copy of Resolutions passed unanimously at the Second Annual General Meeting of the Association, held on the 30th ultimo with the request that you will be good enough to co-operate with and assist us in the steps that are being taken by our members to safeguard the interests of Tanners and of the Tanning Industry of this country.—I have, etc.,

(Sd.) (ILLEGIBLE.)
*For* President.

### NOTICE.

The following Resolutions passed unanimously at the last Annual General Meeting of the Southern India Skin and Hide Merchants' Association, Madras, are circulated to Members and others for information and guidance. It is requested that such of those as have contracts of Tanned Skins and Hides booked before 1st May 1920 will immediately send in writing to the address of the *Honorary Secretary, Southern*

*India Skin and Hide Merchants' Association*, 33, *Errabalu Chetty Stree George Town, Madras*, full particulars of such contracts, for being recorded in the books of the Association :—

RESOLUTIONS.

Resolved : (1) That from 1st May 1920 shipments from all Indian Ports of Tanned Skins for a period of three months and Tanned Hides for a period of six months be totally suspended, except in execution of orders already booked before that date, such orders to be recorded forthwith in writing at the Office of the Association by the parties concerned.

(2) That no firm offers be made or orders accepted for a period of 3 months for Tanned Skins and for a period of 6 months for Tanned Hides from 1st May 1920.

(3) That sales of Rejections of Tanned Skins and Hides for use within India can be made, subject to the condition that if it is found that such goods are being exported from other Indian ports, then even such local sales of Rejections be stopped.

(4) That the above stoppage of shipments of Tanned Skins and Hides be reconsidered, if European Shippers and others do not co-operate with this Association in this matter.

(5) That beginning with May Sales, Tanned goat and sheep Skins should not be sold below London January Sale prices, Tanned Sheep below London March Sale prices and Tanned Hides below London 5th March Sale prices, and that shippers and other consignors should immediately advise the London Agents by wire to this effect.

(6) That the Agents and Brokers at London be requested to put not more than 100,000 Madras Tanned Hides for sale at each auction.

(7) That this information should be intimated to all shipping firms and commercial bodies connected with the trade.

(8) That from 1st May 1920 no Hides should be soaked for tanning purposes, but in cases where tanners have Raw Hides already in stock purchased prior to 1st May, the same could be soaked up till end of May. Even such Raw Hides

previously bought should not be put to tanning on or after 1st June 1920, but should be preserved in the raw state.

(9) That the question of tanning of Skins be held over for consideration immediately after the results of Sales of the 3rd May auctions are known.

(10) That copies of the above Resolutions be printed in English and Tamil and circulated.

S. I. SKIN AND HIDE MERCHANTS' ASSOCIATION, MADRAS, *1st May* 1920.

M. JAMAL MOHAMED, President.

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No. 936-148 of 1920.

CHAMBER OF COMMERCE, BOMBAY, 20th May 1920.

THE PRESIDENT,
SOUTHERN INDIA SKIN AND HIDE MERCHANTS' ASSOCIATION,
Madras.

Dear Sir,—I am directed to acknowledge receipt of your letter No. 214, dated the 8th May 1920, enclosing a copy of the Resolutions passed at the Second Annual General Meeting of your Association, and requesting the co-operation and support of my Committee thereto.

2. In reply I am to state that while any steps taken in the interests of the trade will always have the approval and sympathy of my Committee, they are of the opinion that the lines upon which their business is to be transacted must be left to the decision of the shippers themselves.—Yours faithfully,

C. B. SAYER,
Assistant Secretary.

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CHAMBER OF COMMERCE, MADRAS, 18th May 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I beg to enclose copy of Minutes of Special Meetings of this Chamber shewing cablegram despatched to the Leather Section of the London Chamber of Commerce and telegram to the Government of

India in regard to the present position of the Tanned Hides market and I trust that your Chamber will cable to the London Chamber in support of our representation.—I remain, etc.,

JAS. F. SIMPSON,
Chairman.

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MADRAS CHAMBER OF COMMERCE.

*Minutes of Proceedings at the Special Meeting of the Chamber held on Friday, the 14th May* 1920.

PRESENT.

The Hon'ble Mr. J. F. Simpson .. *Chairman.*

Sir Bernard Hunter, Messrs. G. K. Walker, C. E. Wood, W. T. Chitty, W. J. Donaldson, W. A. G. Lynde, R. H. Mercaith, T. M. Ross, H. M. Spencer, R. C. M. Strouts, K. P. Warmington, H. H. Hood, also by invitation Messrs. R. P. White, A. J. Dobbie and E. Reeve.

*The Present Position of Tanned Hides Market and Tanning Industry.*

2. Read two letters from the Southern India Skin and Hide Merchants' Association, Madras, in regard to the present position of the Tanning Industry and of the Tanned Hides Market.

After an interesting discussion in which all the members interested in Skins and Hides Industry present took part, it was resolved that the Skins and Hides Sub-Committee of the Chamber be authorised to draft a telegram to the Leather Section of the London Chamber of Commerce at the joint meeting of the Sub-Committee of the Chamber and the Southern India Skin and Hide Merchants' Association to be held on the 15th instant, the draft of the telegram to be circulated to the General Committee of the Chamber for their approval before its despatch.

*Resolved* also that the Government of India be asked to urge the Home Government to act on the lines of the Chamber's cable.

*Resolved* further to ask the Chambers of Commerce of Bengal and Bombay for their support.

*Resolved* to send a suitable reply to the Southern India Skin and Hide Merchants' Association.

O. KERSHAW,
Secretary.

MADRAS, 19*th May* 1920.

## A Joint Meeting.

A Joint Meeting of the Skins and Hides Sub-Committee of the Madras Chamber of Commerce with the Southern India Skin and Hide Merchants' Association was held on Saturday, the 15th May 1920, at the Chamber of Commerce Room when the following Members of the Chamber were present:—

Messrs. G. K. Walker and K. P. Warmington (The Skins and Hide Sub-Committee).

Messrs. G. A. Chambers and R. H. Meredith, also by invitation Mr. A. J. Dobbie.

Messrs. Jamal Mahomed, Abdul Hussan Khalali, Jalal Abdul Karim, H. M. Ziadeen, Abdul Hakem, and Hon'ble Mr. Yacub Hussan representing the Southern India Skin and Hide Merchants' Association.

After some discussion in regard to the present position of the Tanned Hides market and the Tanning Industry it was resolved to send a cablegram to the Leather Section of the London Chamber of Commerce the Cablegram drafted at the meeting to be submitted for approval o the Committee of the Chamber.

[Cablegram.]

'At Joint Meeting of this Chamber with South Indian Skins and Hides Merchants' Association unanimously resolved to request Home Government not to offer any of its stocks in London public auctions and not to sell below their February published prices.

"In view support given to War Office by Merchants and Tanners during the war, this meeting considers it very unjust Government force sale their purchases made at very low exchange in competition with shipments since made by Merchants and Tanners at almost double rate of exchange.

"Please take necessary action with authorities concerned and inform all interested."

In accordance with the Resolution passed at the Special Meeting on the 14th instant, the following telegram was despatched to the Government of India, Department of Commerce, Simla:—

"Following cable despatched to Leather Section London Chamber of Commerce: Begins—At Joint Meeting of this Chamber with South Indian Skins and Hides Merchants' Association unanimously resolved

to request Home Government not to offer any of its stocks in London public auctions and not to sell below their February published prices. In view support given to War Office by Merchants and Tanners during the war, this meeting considers it very unjust Government force sale their purchases made at very low exchange in competition with shipments since made by Merchants and Tanners at almost double rate of exchange. Please take necessary action with authorities concerned and inform all interested—Ends. Madras Chamber urges Government of India to cable British Government strongly supporting Madras request."

O. KERSHAW,

MADRAS, 19*th May* 1920. Secretary.

No. 1034-148 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 10th June 1920.

The CHAIRMAN, CHAMBER OF COMMERCE,

Madras.

Dear Sir,—I am directed to acknowledge receipt of your letter, dated the 18th May, and its accompaniment, in regard to the present position of the Tanned Hides Market and to express regret that it has not been possible to address a reply thereto at an earlier date.

2. In reply I am to state that the request made by your Committee in this connection has received the careful consideration of my Committee but they regret that they cannot see their way to support your representation to the London Chamber in view of the fact that they have already been approached direct by the Southern India Skin and Hide Merchants' Association and have informed that body, in reply, that they cannot support the proposals formulated at the Annual General Meeting of the Association held on the 30th April 1920. I attach a copy of the letter addressed by my Committee to the Association upon the occasion in question.—Yours faithfully,

C. B. SAYER,

Acting Secretary.

No. 290 of 1920.

SOUTHERN INDIA SKIN AND HIDE
MERCHANTS' ASSOCIATION,
33, ERRABALU CHETTY STREET.
GEORGE TOWN,
MADRAS, 10th July 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—In acknowledging with thanks due receipt of your letter No. 936-148, dated the 20th May 1920, I have pleasure in communicating to you the following Resolution passed unanimously at a General Body Meeting of the Association held on the 5th idem :—

"Read Market Reports and other correspondence relating to the present position of the Skins and Hides Trade ;

Resolved that the Resolutions passed already by the Association prohibiting the Export of Tanned Skins till the end of July 1920 and of Tanned Hides till the end of October 1920 be confirmed."

In this connection, I am to point out that the action taken by this Association for withholding the export of Tanned Skins till the end of July 1920 and of Tanned Hides till the end of October 1920 was taken solely in the interests of the Indian Tanning Industry and the trade engaged therein. This action has the approval of not only the Indian Tanners and merchants, but also the European firms in Madras. It may also not be unknown to you that recently a Meeting of the London Leather Factors, Shippers, Brokers, etc., was held to consider the Resolutions passed by this Association and they endorse our action as the best policy under the existing circumstances.

In view of the above, I trust you will see your way to co-operate with us in the matter. —Yours faithfully,

ABDUL HUSSAIN KHALALI,
Honorary Secretary.

No. 1382-148 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 21st July 1920.

The HONORARY SECRETARY,
SOUTHERN INDIA SKIN AND HIDE MERCHANTS' ASSOCIATION,
Madras.

Dear Sir,—I am directed to acknowledge receipt of your letter, No. 290, dated the 10th July 1920, and in reply to state that my Committee have noted with interest the action taken by your Association in the interests of the Indian Tanning Industry and the trade engaged therein.

2. As regards, however, your request that my Committee should co-operative with your Association in the above behalf I am to state that, while my Committee appreciate fully the difficulties with which your Association is faced, they regret they cannot see their way to take direct action themselves in a matter which they must regard as essentially one of domestic policy for the trade concerned.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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No. 850-A. C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA,
17th September 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*The position of the Indian Tanned Hides Trade.*

Dear Sir,—I am directed to submit for your information and for any remarks or suggestions that you may have to offer the sub-joined letter, dated 13th September, and its enclosure from the Madras Chamber in this connection.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

Letter, dated Madras, 13th September 1920.

From—The SECRETARY, Madras Chamber of Commerce,

To—The SECRETARY, Associated Chambers of Commerce of India and Ceylon.

I am directed to forward for the information of your Association a copy* of a letter addressed to the Government of India, Department of Commerce, Simla, dated 8th instant, in regard to the serious danger which overhangs the whole of the tanning industry of this country in respect to the possible forced realisation by the British Government of their large stocks of Indian tanned hides.

We, the undersigned, on behalf of the Madras Chamber of Commerce and the Southern India Skin and Hide Merchants' Association, Madras, venture to approach Government for their further support in connection with the serious danger which overhangs the whole of the tanning industry of this country in respect to the possible forced realisation by the British Government of their large stocks of Indian Tanned Hides.

For a considerable period after the stoppage of Government buying it was generally understood that the British Government was negotiating for the disposal of its surplus stocks to Germany and this fact coupled with the raising of its selling prices to the Home trade encouraged the confidence of Indian Tanners so that despite the higher Indian Exchange a restricted output of tanned hides was continued. Increasingly unfavourable continental exchanges and financial stringency at Home caused a practical stoppage of the British Export Trade in finished leathers and consequent inability to purchase unfinished Indian Tanned Hides. A slump in prices has resulted and Indian Tanners are now suffering great losses.

The uncertainty regarding the Home Government's intentions as to the disposal of its stocks accentuates the present disastrous position and if forced sales are made it can only result in ruin to many Indian tanners and a virtual stoppage of the tanning industry for possibly two years. It is most important that immediate steps be taken in this matter and the Home Government declares its intentions not to force sales of its stocks and agrees to spread its sales over a period of at least two years.

* *Copy of letter referred to.*

No. 1808/148 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 7th October 1920.

The SECRETARY, ASSOCIATED CHAMBERS OF
COMMERCE OF INDIA AND CEYLON,
Calcutta.

Dear Sir,—I am directed to acknowledge receipt of your letter No. 850-A.C., dated the 17th September 1920, and its accompaniment upon the subject of the action taken by the Madras Chamber in regard to the present position of the Indian tanned hides industry.

2. In reply, I am to state that my Committee, who have previously been addressed independently in the matter by the Madras Chamber and the Southern India Hides and Skins Merchants' Association, have carefully reviewed the situation in the light of the representation made by the Madras Chamber to the Government of India, a copy of which accompanied your letter. My Committee have also received a copy of a speech made by Mr. Reeve, a representative of Messrs. Best & Co., at a special meeting of the Madras Chamber held recently and they assume that you are also in possession of a copy of the same.

3. Having regard, therefore, to the statements made in the foregoing papers, I am to state that my Committee are prepared to support any representation that the majority of the members of the Association may think fit to make in order that the attention of the Government of India may be drawn to the serious nature of the present position. While, however, my Committee agree that the Indian tanned hides industry must be protected from any consequences as serious as contemplated by Mr. Reeve in the speech above referred to, they feel that until they have actually seen a statement of the case for the Home Government, and in that connection they must regard Mr. Reeve's exposition of the case from the Home Government's standpoint as *ex-parte*, they cannot take up any stronger line than the one above indicated.

4. A further consideration which has led my Committee thus to qualify their support to the Madras Chamber's proposals is the fact that they understand that the present high prices of the articles manufacture in England from East Indian tanned hides are causing serious distress amongst the poorer classes and my Committee are

loathe to signify, without further enquiry, their approbation of any measures, the avowed object of which is artificially to maintain the present retail prices at the same level.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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No. 1810/148 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 7th October 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Madras.

Dear Sir,—I am directed to acknowledge receipt of your letter, dated the 4th October 1920, and enclosure, and to forward for the information of your Committee, a copy of a letter No. 1808-148, dated the 7th October 1920, which my Committee have addressed to the Associated of Chambers of Commerce of India and Ceylon in the same connection.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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# APPENDIX W-1.

## THE RICE CONTROL.

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No. 195-A. C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON.
ROYAL EXCHANGE,
CALCUTTA, 6th February 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Conference of Chambers: The Rice control.*

Dear Sir,—I am directed by the Hon'ble Mr. Crum to hand you the attached copy of a letter No. 180 A. C., dated 28th January/7th

February to the Government of India, in the Department of Commerce and Industry, forwarding the Conference Resolution on the subject of the rice control.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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No. 180-A.C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 28th January/7th February 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY.

Sir,—I am directed to invite the attention of the Government of India to the following resolution which was adopted by the Conference of Indian and Ceylon Chambers of Commerce on the 9th January 1920:—

"That in view of the experience of the people in Bengal and "Assam during the autumn of the past year, when imports "of rice were not allowed in sufficient quantities from "Burma to the Port of Chittagong until the distress "had become acute, this Conference urges the Government "to take immediate steps for allotting adequate quantities "of rice from Burma to the different parts of India in "consultation with the Local Authorities and the Mer-"cantile communities of each port."

2. In forwarding this resolution I am to annex an extract from the proceedings of the Conference when the subject of the rice control was under discussion. From the views expressed by the delegates the attitude of the Associated Chambers will be clear and it will be seen that all were in favour of the Government taking immediate steps to allot adequate quantities of Burma rice to the different parts of India in consultation with the local authorities and the mercantile communities of each port. This would appear to be an essential feature of the control scheme, and the Associated Chambers have accordingly instructed me to direct the special attention of the Government to it.—I have, etc.,

H. M. HAYWOOD,
Secretary.

CONTROL OF THE IMPORT AND EXPORT OF RICE.

Rai Upendralal Ray Bahadur (Chittagong) said:—Mr. President and Gentlemen,—When notice of this Resolution was sent, the press communique to which His Excellency the Viceroy referred yesterday had not been issued. After the issue of the communique and the announcement of His Excellency I think the resolution I am going to move should be altered, and with the permission of you all I would move the following resolution instead of the one on the agenda paper:—

> This Conference approves of the action of the Government in controlling the import and export of Rice and Paddy and urges that similar steps be taken in times of scarcity in future; and
>
> In view of the experience of the people of Bengal and Assam during the autumn of the past year when imports of rice were not allowed in sufficient quantities from Burma to the Port of Chittagong until the distress had become acute, this Conference urges the Government to take immediate steps for allotting adequate quantities of rice from Burma to the different ports of India in consultation with the Local Authorities and the Mercantile communities of each port.

Mr. C. S. Burns (Ceylon) then suggested an addition to the first resolution to which the mover agreed and which was as follows:—

> But trusts that the policy of giving preference in the allocation of surplus supplies to countries outside of India which have large Indian population will be continued.

Rai Upendralal Ray said:—I would like to take up the first portion of the resolution with the addition. Gentlemen, you will all agree with me when I say that the action of the Government in controlling the export and import of Burma rice last year had the effect of bringing down prices. Rice is the staple food of the Indian people and it is advisable that the country's requirements should be kept in the country and the surplus only should be exported to foreign countries, where it is used for the manufacture of starch, liquor and other materials. It is perhaps known to many of you that the price of rice and paddy has already risen abnormally and I would suggest that the control should be effected not only of Burma rice and paddy but also of the

produce of Bengal, as otherwise, the remedy will not be effective. Bengal produces not a small quantity of rice and it is only because there is no limit to exportation that the price goes up for an article which is the principal food of the country. I need not dwell at length on the importance of this measure and hope you will approve of it.

Turning to the second part of the resolution I would like to mention how the stoppage of exports to Chittagong from Burma for sometime last year tended to increase the price of rice in the port and the areas served by it. In the early part of Autumn Government were requested to arrange for sufficient tonnage from Burma, and only a few steamers were placed on the service from Akyab to Chittagong. The allocation of shipping orders was entrusted to a firm at Akyab, and they were granted to persons many of whom were not even known at Chittagong and had no business arrangements there. The result was that they sold away the orders to merchants at enormous profits and the rice was sold consequently at exorbitant rates. As the supply was not sufficient the Government were approached for shipment of rice from Rangoon at controlled rates and the distribution also was controlled by the local authorities. It so happened that the business was placed in the hands of a very limited number of merchants and the claims of several local dealers were utterly ignored. In this connection I would like to read extracts from His Excellency the Viceroy's speech yesterday, *viz.* :—

> "The scheme of control in 1920, the details of which have recently been made public has thus been formulated with the three-fold object of, firstly, preventing an undue rise in internal prices; secondly, obtaining a fair price for our exports; and thirdly, securing to the general community a share in the profits of the trade which would otherwise be concentrated in the hands of a comparatively small section."

In conclusion, the Viceroy hoped that all concerned will co-operate to make it successful in achieving the three objects which he had explained.

I would like to suggest that the local authorities of each port be entrusted with the work of allotment and, unless they work by taking the local mercantile community into their confidence, the three objects mentioned above cannot be successfully attained. It is not possible

for an officer at Calcutta or Rangoon to know the local conditions of other ports, and all distribution should be made in consultation with the mercantile communities concerned. With these few remarks I beg to put forward this resolution for acceptance.

The Hon'ble Mr. E. J. Holberton (Burma) said:—With reference to this rice control question it had not been my intention to say anything on the point because I received no mandate of any kind to speak. I gathered from a conversation which I had with the last speaker before this meeting, that one of the objects which he has in view is the control of rice and paddy, not only for export but also within the boundaries of his own province, and I have a definite mandate from my Chamber on that point. That is to say it is certainly the opinion of the Burma Chamber of Commerce that, quite apart and separate from the present rice control which has been instituted by the Government of India, it is absolutely necessary to institute an internal control which must be instituted and put into action in each separate district in the country. At the present moment I can mention the names of districts in Burma where rice cannot be bought at Rs. 19 per bag. The wages of the people are not sufficient to purchase one bag of rice for the sustenance of their family and themselves for a month. It is the opinion of the rice people in Burma that it is essential that some sort of control should also be instituted district by district for the arrangement of the disposal of the amount of rice which is necessary to be kept in the country for the people themselves. I am not quite sure whether I am speaking on the motion or not. I had a mandate to speak on that question if occasion arose.

Mr. A. R. Leishman (Chittagong):—In seconding the resolution moved by the Indian Member of my Committee I should like to refer specially to the province of Assam. Possibly you are not all aware that the Surma Valley Branch and the Assam Branch of the Indian Tea Association are affiliated with the Chittagong Chamber of Commerce and subscribe to it, and also that as a Port Commissioner I am nominated by Government to represent the tea industry. What we want specially to avoid is a recurrence of what happened in the autumn months of last year, when the tea industry was unable to get sufficient rice for the feeding of their Tea Garden coolies owing to Government not letting us have tonnage for Chittagong, although ample notice had been given that rice was badly wanted. Last year

only imports from Akyab were allowed in small quantities till August, and in June Government were advised that unless supplies were allocated to Chittagong on a very much larger scale scarcity and distress would inevitably result. Such proved to be the case and the Tea Industry was consequently put to very much more than inconvenience through no fault of either the Tea Planter who ordered the rice, or ours in Chittagong who were endeavouring to meet his demand. In his speech yesterday His Excellency indicated that rice would not be wanted from Burma for India in anything like as large a quantity as was the case last year, but there is no doubt that in Assam, and more especially in the Sylhet districts, Burma rice for certain months of the year is the staple food for the Tea Garden coolies who consume it now yearly in increasingly large quantities and almost prefer it in many cases to the local grain. I trust, therefore, that arrangements will be made to see that Chittagong is adequately and regularly supplied with rice during this year so that Tea Gardens can procure their supplies regularly as indented for.

Mr. C. S. Burns (Ceylon) said:—I beg to support the resolution which has been proposed by the Chittagong Chamber, and in doing so I would like to make a plea for Ceylon. We realise, of course, that it is quite right that India should have first call on her own food supply, and I was extremely gratified to hear His Excellency the Viceroy say that he recognised that countries with large Indian populations should come next. It was stated in the recent official communique that, after the requirements of India have been satisfied, the balance will be sold in certain proportions, which are not defined, to foreign countries. I am glad to think that in considering the amount which is to go to countries apart from India the question of the Indian populations will be taken into consideration. We are extremely grateful to the Government of India for what they have done for us in the past. I do not think that the Ceylon Government have made it sufficiently clear to the Indian Government that a reduction of over 33⅓% in the supply of rice which we can only obtain from India and Burma means reducing our population to a starvation basis. The natives of our country, as in India, cannot be said to live on a luxurious scale and this reduction, although we have done our best to import other foodstuffs, still leaves the people with barely sufficient to maintain themselves. Other foodstuffs obtainable are very inferior, from the point

of view of the food value, to rice and I do trust that the Government of India will allow us a little more rice, and that you will support me in this matter. About a sixth of our population consist of Indian subjects. The Cingalese too were originally of Indian descent. We have not had sufficient allowance to enable us to make any reserve, and when steamers are delayed we are sometimes reduced to a few days supply. The result is that very often those who come to the distributing centres have to go away empty-handed. I would like to make it quite clear that we do not expect any preference in the matter of price. India is entitled to the value of her export. But what I do ask, Gentlemen, is that we should be allocated a larger portion if possible, than is being given to us at present.

It may be said that we should produce our own rice. It has been supposed in the past that Ceylon was able to produce rice abundantly. There are many tanks in Ceylon but it is still open to question whether these tanks could be made use of to any very greatly increased extent as far as rice growing is concerned. In any case we have endeavoured to increase our production and we have in the past opened up large tanks in the country but the districts have proved so very unhealthy that no large production has been possible. We do not possess those large and fertile plains suitable for rice-growing which you have in Burma.

The President said :—I have received a letter from Messrs. Anderson Wright & Co., an important firm as far as the export of Bengal rice is concerned. I propose to read the letter to you :—

"We understand that the Government's proposals for the control of the rice trade will form one of the subjects of discussion at the above.

We are interested in the export of Indian rice (as opposed to Burma rice) to various destinations, and we shall be glad if you will put the remarks which follow before the Conference for its consideration.

The Government's estimate of the outturn of the current rice crop is, in round figures, 26 million tons, not including the outturns of Madras and the United Provinces, for which figures are not yet available. Of these 26 million tons 4 million is the estimated outturn of Burma. Our remarks do not apply to Burma, so these 4 millio should be deducted from the 26 million, leaving 22 million tons as the estimated outturn of Indian rice.

The following, in round figures, are the quantities of rice exported from Bengal during the 10 years 1907-08 to 1916-17 :—

| | Tons. |
|---|---|
| 1907–08 .. .. .. .. .. | 140,000 |
| 1908–09 .. .. .. .. .. | 170,000 |
| 1909–10 .. .. .. .. .. | 290,000 |
| 1910–11 .. .. .. .. .. | 380,000 |
| 1911–12 .. .. .. .. .. | 500,000 |
| 1912–13 .. .. .. .. .. | 500,000 |
| 1913–14 .. .. .. .. .. | 330,000 |
| 1914–15 .. .. .. .. .. | 170,000 |
| 1915–16 .. .. .. .. .. | 75,000 |
| 1916–17 .. .. .. .. .. | 65,000 |

The exports of rice from other provinces than Bengal are to the best of our belief, almost negligible, so we think they may be set off against the output of Madras and the United Provinces, which are not included in the Government's estimate of the outturn of the current crop.

We therefore find that the largest quantity of rice exported during any one year (500,000 tons) is only say 2½% of the estimated current crop. It appears to us therefore that the elaborate system, which we understand is to be introduced, of "rationing" the various countries to which Indian rice is exported and of making "allotments" to the various shipping firms is totally unnecessary, as even if 2½ % of the crop were exported the effect on prices in this country would be to all intents and purposes negligible.

His Excellency the Viceroy himself stated that it is the desire of Government to remove as soon as possible all restrictions on trade, and we urge that the Conference of Indian and Ceylon Chambers of Commerce should represent to Government that in their opinion the control of the export of Indian (as opposed to Burma) rice is unnecessary and should not be proceeded with."

I may say that the Bengal Chamber have not discussed this matter at all and this is purely an expression of opinion from a firm in Calcutta interested in the export of rice.

Mr. Holberton :—I would like to comment on that letter. The total amount of rice exportable from Burma is just under 2 million tons. India is to get what she wants cheap. Surely if she is to get cheap rice she ought to eat all that we can grow.

Mr. A. P. Symonds (Madras) :—I beg to oppose this motion on general principles. We are doing all we can to get away from control. And if we say we want control of rice *ex uno disce omnes* the Government may say : "you want control of rice you shall have it why not of other materials also." !

Mr. Simpson :—I agree with the remarks of my colleague.

The Hon'ble Mr. Nigel Paton (Bombay) :—The view of my Chamber is that we should get away from all control as soon as possible.

Mr. W. O. Grazebrook (Bengal) :—I also think we should get away from control. The mover said he wanted control for every district, and Mr. Burns from Ceylon said they wanted more rice to Ceylon, and really I am at a loss to know where we are. I think what we want to settle is whether we want to have control or not.

Mr. A. R. Leishman (Chittagong) :—I understand that control is an established fact as far as Burma is concerned. We want to be sure that we get a fair share. We would prefer that the control should be referred to various districts and that the Tea Industry should not suffer as it did last year.

Rai Upendralal Ray Bahadur (Chittagong) :—Chittagong suffered very much, we admit. The resolution was carefully worded so that it might apply to all the districts which consume rice. Our idea is to have the rice we require for the country and to export the surplus. If there is no control exportation will be general and our people will suffer.

The President :—I will now put the first resolution to the meeting. It is as follows :—

> This conference approves of the action of the Government in controlling the import and export of rice and paddy and urges that similar steps be taken in times of scarcity in future, but trusts that the policy of giving preference in the allocation of surplus supplies to countries outside of India, which have large Indian populations, will be continued.

The Ceylon, Karachi, Coconada and Chittagong Chambers voted for it and the Madras, Narainguni, Bombay and Bengal against it. The resolution was thus negatived by 52 votes to 32.

The President then put the second resolution to the meeting as follows:—

> That in view of the experience of the people in Bengal and Assam during the autumn of the past year, when imports of rice were not allowed in sufficient quantities from Burma to the Port of Chittagong until the distress had become acute, this Conference urges the Government to take immediate steps for allotting adequate quantities of rice from Burma to the different parts of India in consultation with the Local Authorities and the Mercantile communities of each port.

This resolution was declared carried *nem con.*

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No. 309—A.C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA & CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 23rd February 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Conference of Chambers. The rice control.*

Dear Sir,—Referring to my No.195 A.C., dated 6th February 1920, I am now directed to hand you the attached copy of a letter No.185 F. S., dated 20th February, from the Government of India, Department of Revenue and Agriculture, on this subject.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

No. 183 F. S.

GOVERNMENT OF INDIA,
DEPARTMENT OF REVENUE AND AGRICULTURE,
(Foodstuffs).
DELHI, the 20th February 1920.

The SECRETARY TO THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,
ROYAL EXCHANGE,
Calcutta.

Sir,—In continuation of Mr. Ansorge's letter No. 1079, dated the 10th February 1920, I am directed to inform you that under the system of food control which has been in force, throughout the year 1919 and at present continues in force, allotments of Burma rice for export to each province in India are fixed monthly by the Government of India, on receipt of an indent from the Director of Civil Supplies of the province concerned. The indent of the Director of Civil Supplies is based on information received from local authorities as to their requirements and all that appears necessary, therefore, is that mercantile communities should keep in touch with local authorities as to their needs of Burma rice this year.—I have, etc.,

C. W. JACOB,
Deputy Secretary to the Government of India.

## APPENDIX W-2.

## ROADS AND RAILWAY COMMUNICATIONS IN BURMA.

No. 167—A.C.

ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 3rd February 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Conference of Chambers: Roads and Railways in Burma.*

Dear Sir,—I am directed by the Hon'ble Mr. Crum to hand you the attached copy of a letter No. 164 A.C., dated 2nd February, to the

Government of India, Department of Commerce and Industry, forwarding the Conference resolution on the subject of roads and railways in Burma.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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No. 164—A. C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 2nd February 1920.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY.

Sir,—The following resolution was unanimously adopted by the conference of Indian and Ceylon Chambers of Commerce on the 9th January 1920 :—

That the lack of sufficient roads and railways in Burma results in the crippling of the commercial development of that potentially rich province ; and

That in the opinion of this Conference the whole surplus arising from the present rice control in Burma should justly and suitably be ear-marked to be spent as opportunity occurs in the improvement of communications in Burma.

2. A report of the proceedings of the conference in connection with this resolution is appended hereto for the information of Government. I am instructed particularly to emphasise the fact that the resolution was most strongly supported and endorsed by every other Chamber represented at the conference. For all the delegates present recognised that the claims of Burma have been too long neglected and overlooked; and they agreed that it was the duty of the conference to bring these claims, in the most prominent manner possible, before the notice of the Government of India.—I have, etc.,

H. M. HAYWOOD,
Secretary.

ROADS AND RAILWAYS IN BURMA.

The Hon'ble Mr. E. J. Holberton, C.B.E., moved the following resolution :—

> That the lack of sufficient roads and railways in Burma results in the crippling of the commercial development of that potentially rich province.

He said :—Mr. President and Gentlemen,—I may appear at first sight to owe you an apology for bringing forward a resolution which apparently has but a provincial interest, but I hope, if you can spare me a few minutes, to be able to show you that the aid of the commercial world of India may justly be summoned to this call.

I do not suppose anybody who has not paid a visit to Burma can have any idea of the backwardness of her condition. Outside our big towns, we have certainly not 200 miles of road which can carry a motor. Our products must for the most part find their way to river, or railway, along tracks which are impassable in the rains. Our railways are utterly insufficient. We have only 1,607 miles of metre gauge line in an area of 230,000 square miles, or an average of 1 mile to every 144 square miles, as against an Indian average of 1 to every 35. Nature has given us magnificent waterways, but man has done nothing substantial towards their improvement. The country is crying aloud for development of its resources and promises a rich return in the way of rice, minerals, produce and timber, but nothing is being done except by private enterprise. Government has done nothing, and is not able to do anything. In fact for the last ten years the Government allotments for communications in Burma have shown a decrease rather than an increase.

The whole trouble lies in the present system of drawing up the provincial settlements. Burma is not one of those fortunate provinces, which has a fixed and permanent settlement. Her fortunes must go into the melting pot every time a new adjustment of the Indian Empire's finances is made, and it has, in the past, always been forgotten that Burma cannot fairly be treated on the same lines as the older provinces.

It should have been remembered that Burma is still naked and unequipped, and before any division of surpluses can be considered, it would surely be only just that a substantial yearly sum be set aside

for a term of years which is to be devoted entirely to the task of gradually bringing Burma up to the level of her sister provinces in equipment and development. In considering the justice of this claim, we must remember that Burma is a surplus and not a deficit province. Actually under the Imperial heads India receives a larger contribution per head from Burma, than it receives from India proper, and while provincial revenue in Burma is, under most heads, large, India receives the same share of it as in Provinces which yield less per head, and the sufficiency of the margin left to Burma for expenditure has not been adequately considered. In other words, while Burma revenue has been on a Burma scale, her expenditure has been examined on Indian standard. Moreover an examination will show that Burma provincial or divisible revenue has been swelled by taxes which, in other provinces, are applied to local necessities only, while her provincial expenditure has been made to include charges such as that for the upkeep of frontier battalions of Military Police which clearly should be met from Imperial funds.

That lack of roads and communications has been, and is still, retarding the progress and prosperity of the province, is fully admitted by the Local Government, and an influential Committee was appointed in Sir Harcourt Butler's time to investigate the position and see what could be done. In a recent minute this Committee estimated that a sum of 8 crores is required to put the existing roads of the province into serviceable condition, but the Local Government is unable to offer more than 75 lakhs for expenditure during the next three years, which added to a recurring grant of 15 lakhs from the Government of India, gives us 40 lakhs a year, a negligible total. We want no less than Rs. 1,50,00,000 a year for the next six years promised us, and also an adequate staff for supervision of the work, and a regular yearly budget allotment for upkeep of 10% of the capital cost incurred, as it is estimated that, in an expensive country like Burma, nothing less is adequate to keep the new roads in order and prevent the good work being made nugatory by neglect.

I have every confidence that the Government of Burma, as at present constituted, will push for assistance on substantial lines, and it is likely that the Government of India must eventually realize the justice of our claim and do something for Burma. But we want large sums and quickly; fifteen lakh doles are of no assistance. I feel sure,

gentlemen, that if you could see your way to accept my resolution, the hand of the Burma Government would be immensely strengthened, as they would realize that the commerce of India was behind them, and was prepared to support them at head-quarters, where the voice of Burma is so seldom heard. An opportunity for specific aid is to hand now; you have seen the recent communique on the subject of rice control, and will have observed that Burma is again to stand by India and assure her of a full supply of food for her teeming millions. Burma is proud to do so, but I feel sure your opinion must be strongly in agreement with mine when I claim that Burma's right to the anticipated surplus should not be limited as it is now to a single crore. The Viceroy told us yesterday that one of the objects of the control is to intercept a considerable share of the anticipated profits to be realised from export trade in rice in the current year for the benefit of the general community. I do not propose to argue upon the question of the justice of the action of the Government of India, but merely to point out that it is purely Burma money that is concerned. This being so, Burma should have the whole surplus, whatever it may be, and how could it better be utilized in the interest of the cultivators and all other classes in Burma, than by ear-marking it for capital to be spent, as opportunity occurs, on the roads and communication, which every single district of the country so urgently needs?

I have not touched upon Railways, but, as I have pointed out, our needs here are very urgent. I understand the Burma Railways have in view eight schemes for feeder lines, which they propose to put in hand with no undue delay. Apart from these lines, there is a great field for private enterprise, and I understand that the Burma Railway, in spite of their monopoly, will not be likely to stand in the way. You have in India several great firms who specialize in this business of opening up feeder lines, and I would venture to suggest to them that in Burma they may find a fair field for their enterprise.

With your permission, Sir, I will add the following to my resolution:—

That in the opinion of this Conference the whole surplus arising from the present rice control in Burma should justly and suitably be ear-marked to be spent as opportunity occurs in the improvement of communications in Burma.

MR. GRAZEBROOK :—I have much pleasure in heartily supporting the resolution. If I had my way, I would recommend to Government to give the whole of the surplus to Burma for improving communications. If I were the King of Burma I would link her up under one Government with the Federated Malay States and cut her adrift politically from India. But that is not within the range of practical politics.

MR. SIMPSON :—I have also much pleasure in supporting the resolution, and I would like to thank Mr. Holberton for the very interesting address which he has given us. The Chambers of Commerce have always had this question before them—the question of the lack of roads and railway communications in Burma—and we should give our unanimous approval to this resolution to-day.

MR. BURNS (Ceylon), said :—I personally support Mr. Holberton's resolution. Such an enormous world-shortage of food-stuffs exists and is threatened that the question of communications in Burma should be treated as of Imperial importance and all facilities should be given to improve the food production there.

MR. HELY HUTCHINSON :—MR. Chairman, I see that there is no representative from Assam here. The conditions in Assam I might say are just as bad as those in Burma. I was wondering whether the Conference should record anything as regards Assam.

The PRESIDENT said that he did not think that the two matters could be put together, but that if Mr. Hely Hutchinson so decided he might move a substantive resolution regarding the condition in Assam.

The resolution was then put in the following form and carried unanimously :—

That the lack of sufficient roads and railways in Burma results in the crippling of the commercial development of that potentially rich province ; and

That in the opinion of this Conference the whole surplus arising from the present rice control in Burma should justly and suitably be ear-marked to be spent as opportunity occurs in the improvement of communications in Burma.

No. 488—A. C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 16th April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Roads and Railway Communication in Burma.*

Dear Sir,—Adverting to my No. 309—A. C., dated 23rd February, I have now to inform you that I have to-day received the following letter, No. 380 F.S., dated 12th April 1920, from the Government of India, in the Department of Revenue and Agriculture :—

" In continuation of Mr. Ansorge's letter No. 1079-D, dated the 10th February 1920, I am directed to state, for the information of your Association, that it has been decided to allocate the whole of the profits from the Burma Rice Control Scheme to the Government of Burma on condition that they can be profitably expended for the benefit of the cultivator."—Yours faithfully,

H. M. HAYWOOD,
Secretary.

# APPENDIX X-1.

## ANTHRAX.

No. A-48 of 1920.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 14th April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*Subject* :—*Regarding wool from animals affected with anthrax.*

Sir,—I am directed to forward a copy of the letter from the Karachi Wool Association on the subject mentioned above and to inqui-

whether there is any similar Association in Bombay which would like to receive telegraphic intimation of outbreaks of anthrax.—I have, etc.,

A. H. DRACUP,

*for* Under Secretary to Government.

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*Copy of letter, dated 11th November 1919, from the Karachi Wool Association to the Karachi Chamber of Commerce.*

We beg to refer to your No. 446, dated 20th May last, and to the Government of Bombay's Order No. 3596, dated 7th April 1919, in connection with which your letter was written. This order referred to the measures to be adopted for preventing danger of infection by Anthrax in the manipulation of wool, goat hair and camel hair by operatives in the United Kingdom.

2. From the anxiety displayed by Government to institute protective measures at as early a stage as possible in the course of the wool and hair's journey from the producing to the consuming markets it would be imagined that the strictest care is taken to prevent any infected wool and hair being placed on the upcountry markets when an actual outbreak of anthrax is notified, but from information we have received in connection with the outbreak of the disease at Mirpur Mathelo in the Sukkur District in September last, no particular precautions appear to have been taken by Government to prevent infected wool and hair being sold. Our source of information is the Superintendent of the Civil Veterinary Department, Sind, Baluchistan and Rajputana who writes that from reports submitted to him 47 animals were attacked by the disease and 47 died; that the Veterinary Assistant, Sukkur, to whom the disease was reported by the zamindars, saw no animals which had died of the disease, but that he ordered isolation of suspected animals and segregation of the flock. He also advised slaughter of the suspected animals, deep burial of carcases in their hides and disinfection of the enclosures by burning. This is all to the good, but it is not stated whether any steps were taken to ensure that the above orders and recommendations were carried out; on the contrary the Superintendent, Civil Veterinary Department, informs us that he is unable to say what became of the hair and wool from the animals affected, neither is he able to give a certificate that it was not placed on the market.

3. We shall esteem it a favour if the Chamber will kindly take this matter up with the Government of India with a view to the issue of stringent orders by every district Civil Veterinary authority in Sind to ensure that every outbreak of the disease be at once reported all animals attacked be at once killed and burned with their wool and hair and that the remainder of flocks be segregated until all danger of a further outbreak be over. The Government of Bombay might be asked also to bring the matter to the notice of the Government of India so that similar instructions might be issued by the Punjab, N. W. Frontier and Baluchistan Governments; also by Rajputana.

4. If arrangements could be made whereby District Officers would telegraph direct to this Association when any outbreak occurs, giving information as to the exact locality and extent of the outbreak and the steps being taken to combat it, this would be much appreciated by the members of this Association who are anxious to co-operate with Government as far as possible in the prevention of infected wool and hair reaching the United Kingdom.

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Order No. 3596.

GOVERNMENT OF BOMBAY,
REVENUE DEPARTMENT,
BOMBAY CASTLE, 7th April 1919.

Letter from the Government of India, Department of Commerce and Industry, No. 1894 D., dated 25th February 1919:—

"I am directed to forward for the information of the Local Government, a copy of the Report of the Departmental Committee appointed in the United Kingdom to enquire into the precautions for preventing danger of infection by Anthrax in the manipulation of wool, goat hair and camel hair. It will be observed that it is proposed that central disinfecting stations should be erected at the ports of Bombay and Karachi and that the disinfection of all wool leaving the country should be made compulsory. It is proposed that the capital cost of these stations should be borne in the first instance by His Majesty's Government but that it should be recouped from a sinking fund to

be created from the fees paid for disinfection. It will further be observed that, although the disinfection process, which it is proposed to adopt, will in itself serve to increase the value of the raw materials by including certain necessary preliminaries of manufacture, the net cost of disinfection will still bear a comparatively high proportion to the value of wool. In view of the heavy incidence of the disease among operatives in the wool factories in the United Kingdom and other classes of persons who handle the product, it is desired to introduce the proposed measures with as little delay as possible. I am to ask that, with the permission of His Excellency the Governor in Council, copies of the Report may be sent to the Bombay and Karachi Chambers of Commerce, whose opinion on the proposals may be invited, and that their opinions, together with the views of the Local Government, may be forwarded to the Government of India at as early a date as possible."

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No. 571/116 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 20th April 1920.

The BOMBAY CO., LTD.,

Bombay.

Dear Sirs,—I am directed to inform you that my Committee have received a letter from the Bombay Government asking whether there is, in Bombay, an Association similar to that of the Karachi Wool Association which would like to receive telegraphic intimation of outbreaks of anthrax.

In this connection I am to state that my Committee are informed that your firm have upon several occasions in the past, acted as Secretaries of the Bombay Wool Shipping Firms and I am therefore to ask whether they would be in order if they submitted the name of the Bombay Co., Ld., to Government as Secretaries of the Bombay Wool Association for the purpose of receiving the telegraphic intimations abovementioned.—Yours faithfully,

C. B. SAYER,

Assistant Secretary.

BOMBAY COMPANY, LIMITED,
3, WALLACE STREET,
BOMBAY, 21st April 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—We are in receipt of your letter No. 571-116, dated April 20th, for which we thank you.

We are the Secretaries in Bombay of the Wool Association and shall be glad to receive on behalf of this Association telegraphic advice of any outbreaks of anthrax.—Yours faithfully,

FOR THE BOMBAY COMPANY, LIMITED,
R. H. BROOKE,
Managing Director.

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No. 618/116 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 28th April 1920.

The UNDER SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. A-48 of 1920, dated the 14th April 1920, and its accompaniment and in reply to state that my Committee understand that Messrs. The Bombay Company, Limited, of Wallace Street, Fort, Bombay, are the Secretaries in Bombay of the Wool Association and will be glad to receive, on behalf of the Association, telegraphic intimation of outbreaks of anthrax.—I have, etc.,

C. B. SAYER,
Assistant Secretary.

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# APPENDIX X-2.

## WEIGHTS AND MEASURES.

BRITISH CHAMBER OF COMMERCE
FOR SPAIN,
RAMBLA DE LOS ESTUDIOS, 8, 3.
BARCELONA, 20th March 1920.

The PRESIDENT, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—I beg to inform you that at a meeting of the Executive Committee of this Chamber held on the 15th instant, it was decided

to approach other British Chambers of Commerce abroad as to their willingness to subscribe to a petition to be addressed to H. B. M. Government, calling attention to the volume of trade which is being annually lost by the retention of our present system of weights and measures and to the immense advantages which would accrue to British Foreign Trade by the adoption of the decimal system.

In the programme for post-war trade expansion this question was well to the fore, but since the signing of peace no progress appears to have been made in this direction.

My Committee will be glad to receive an expression of the views of your Chamber on this important matter and any communication received will be appended to the petition with others sent in by other British Chambers of Commerce abroad and submitted together to the Board of Trade.

Whilst it is anticipated that the concensus of opinion will be strongly in favour of changing our present system, it would be very useful, in the case of opposition being raised by any British community to this proposal, to have in our possession full details of the local circumstances and conditions of business responsible for the formation of such objection.—I am, etc.,

H. S. GARRETT,
Secretary.

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No. 643-123 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 1st May 1920.

The SECRETARY, BRITISH CHAMBER OF COMMERCE
FOR SPAIN, RAMBLA DE LOS ESTUDIOS, 8, 3,
Barcelona, Spain.

Dear Sir,—I am directed to acknowledge receipt of your letter, dated the 20th March 1920, upon the subject of a proposal to adopt the decimal system of weights and measures throughout the British Empire.

2. In reply I am to state that the subject in question has been before the Chamber upon several previous occasions, and, while it

has been conceded that such a system has a great deal to recommend it, compared with the laborious British methods of notation, it was recognised that there might be a considerable disorganization of trade were any change introduced at this stage.

3. In this connection I am to point out that the traders in the vast bazaars throughout India are not, as a rule, men of any very high educational ability and my Committee fear that the introduction of any new system would cause considerable resentment and distrust.—Yours faithfully,

C. B. SAYER,
Assistant Secretary.

## APPENDIX X-3.

## INTERNATIONAL LABOUR CONFERENCE.

No. 683-A. C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 8th July 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*International Labour Conferences and Commissions of Enquiry.*

Dear Sirs,—I am directed by the President to invite an expression of the views of your Chamber on the points raised in the marginally cited correspondence with reference to International Labour Conferences and Commissions of Enquiry.—Yours faithfully,

Letter No. 1993, dated 12th July 1920, from the Bengal Chamber of Commerce, forwarding Chamber Circular No. 205, dated 29th June 1920.

H. M. HAYWOOD,
Secretary.

No. 1993-1920.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE,
CALCUTTA, 1st July 1920.

The SECRETARY,

The ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON.

*International Labour Conferences and Commissions of Enquiry.*

Dear Sir,—I am directed to suggest that the members of the Association may be consulted, and their views ascertained, on the points raised in this connection, in the correspondence annexed to the Chamber circular, of which I enclose a copy herein.—Yours faithfully,

Circular No. 295-1920, dated 29th June 1920, from the Bengal Chamber to all members.

H. M. HAYWOOD,
Secretary.

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CIRCULAR No. 295-1920.

BENGAL CHAMBER OF COMMERCE,
ROYAL EXCHANGE,
CALCUTTA, 29th June 1920.

*All Members of the Chamber.*

*International Labour Conferences and Commissions of Enquiry.*

Dear Sirs,—I am directed to submit, for the information and consideration of members, the subjoined papers on the subject of the nomination of representatives of workers and employers for International Labour Conferences and Commissions of Enquiry under articles 389 and 412 of the Treaty of Versailles.

2. In asking you to favour the Committee of the Chamber with an expression of your opinion upon the points raised in this

correspondence, I am to say that they have in the meantime addressed the following interim reply (No. 1926 of 1920, dated 26th June 1920) to the Government of Bengal :—

I am directed to acknowledge the receipt of your letter No. 114-T. Com., dated 10th June 1920, with which you forward a copy of the marginally noted papers, on the subject of the nomination of representatives of workers and employers for International Labour Conferences and Commissions of Enquiry under articles 389 and 412 of the Treaty of Versailles.

Letter No. L-831, dated 25th May 1920, from the Government of India, Board of Industries and Munitions, to the Local Governments and Administrations, with enclosure.

2. You invite the Chamber to express an opinion upon the proposal made by the Board of Industries and Munitions. This proposal, shortly stated, is that the various employers' associations in India should devise machinery whereby they may elect for the whole of India :—

(*a*) delegates and advisers to represent employers at the periodical general labour conferences to be held from time to time in accordance with the provisions of article 389 of the Treaty ; and

(*b*) a representative for India for the employers' panel from which members of Commissions of Enquiry, to be constituted under article 412 of the Treaty, are to be selected.

3 The Government of India add that the Treaty came into force on the 10th January 1920 ; that nominations for the first panel to be formed under article 412 have to be made before the 10th July 1920 ; that they have decided to ask the Bombay Millowners' Association to choose an employers' representative ; and that they propose to ask Mr. N. M. Joshi to serve as the representative of workers. These nominations will be for a period of two years. The Committee of the Chamber take no exception to this step on the part of the Government of India, as they recognise that prompt action is necessary in the circumstances.

4. The question of the establishment of machinery by means of which employers in India may co-operate with the

object of making nominations for the conferences and for the Commissions of Enquiry, will require consideration and discussion. As a preliminary move in this direction the Committee are consulting the members of the Chamber, and also the Indian Jute Mills Association, the Indian Engineering Association, and the Indian Mining Association. When the opinions which will be thus elicited are before them, they will be in a better position to make proposals and recommendations than they are at present. They also contemplate consulting the Associated Chambers of Commerce of India and Ceylon on the subject.

3. It will be observed that the proposal put forward by the Government of India is one of considerable importance, and the Committee trust that all employers will thoroughly consider it, and will communicate their views regarding it to this office.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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INTERNATIONAL LABOUR CONFERENCES AND COMMISSIONS OF ENQUIRY

No. 114-T. Com., dated Darjeeling, the 10th June 1920.

From—The SECRETARY to the Government of Bengal, Commerce Department,

To—The SECRETARY, Bengal Chamber of Commerce.

I am directed to forward the accompanying copy of a letter No. L.-831, dated the 25th May 1920, and of its enclosure, from the Government of India, Board of Industries and Munitions, on the subject of the nomination of representatives of workers and employers for International Labour Conferences and Commissions of Inquiry under articles 389 and 412 of the Treaty of Versailles, and to request that you will be so good as to favour this Government, not later than the 15th July 1920, with the opinion of your Association on the proposals contained therein.

No. L.-831, dated Simla, the 25th May 1920.

From—The SECRETARY, Government of India, Board of Industries and Munitions,

To—The CHIEF SECRETARIES to the Governments of Madras, Bombay, Bengal, United Provinces, Punjab, Burma and

Bihar and Orissa ; the CHIEF SECRETARIES to the HON'BLE THE CHIEF COMMISSIONERS of the Central Provinces and Assam and of Delhi.

I am directed to address you on the subject of the nomination of representatives of workers and employers for International Labour Conferences and Commissions of Inquiry under articles 389 and 412 of the Treaty of Versailles (a copy of which is appended for facility of reference.)*

2. According to article 389 of the Treaty each State which is a Member of the League of Nations, has to nominate four representatives to the periodical General Conferences of Representatives of the Members, of whom two should be "Delegates representing, respectively, the employers and the work-people" of the country. The Governments of the States are required to choose these two Delegates and their advisers "in agreement with the industrial organisations if such organisations exist, which are most representative of employers or work-people, as the case may be, in their respective countries."

3. By article 412 of the Treaty, which deals with the constitution of Commissions of Inquiry charged with the examination of any complaints that may be made as to ineffective observance of International Labour Conventions, each Commission will be composed of three members—a representative of employers, a representative of workers, and a person of independent standing. These members will be chosen from three corresponding panels composed of names sent in to the Governing Body of the International Labour Office within six months of the enforcement of the Treaty by the Government of each State.

4. According to the terms of the Treaty, it is essential that the persons nominated under either of the two articles mentioned above as representatives of employers and workers, should possess the full confidence of their respective groups, but under present conditions it is practically impossible for India to fulfil this condition. So far as the employers are concerned, although there are several associations of standing representing different interests, there is no common organisation or machinery for electing a representative of all the

* Not printed in this Report; see pp. 671—686 of Chamber's Report for 1919.

different associations in the country. As regards the workers, the position is even more difficult. There are a number of nascent labour unions in different parts of the country but so far as the Government of India are aware none of these unions or associations have fully established themselves yet. Moreover they also have no common federal organisation and it is impossible to say that any particular association or union is most representative of the work-people.

5. These difficulties were very keenly felt when the Government of India were called upon to nominate representatives for the International Labour Conference held in Washington in October 1919, and in the absence of any adequate machinery in India parallel to that in Western countries for securing representatives, they nominated, on the recommendation of the Bengal Chamber of Commerce, Mr. A. R. Murray, the Chairman of the Indian Jute Mills Association as the representative of employers and Mr. N. M. Joshi, a member of the Servants of India Society, as the representative of work-people. In the absence of a proper constituency to elect a representative of all employers and in order to give an opportunity to an employers' association in a different part of India, the Government of India have decided to ask the Bombay Millowners' Association to choose a representative whom the Government of India would nominate for the panel from which members of the Commission of Inquiry will be selected under article 412 of the Treaty of Versailles, and they propose to nominate Mr. N. M. Joshi again as the representative of the workers, should he be willing to accept the nomination. As the Treaty came into force on the 10th January 1920, the nominations under article 412 must be made before the 10th July 1920 but the abovementioned nominations will be made for two years only, so that at the end of this period fresh nomination may be made, if possible, in agreement with employers' associations and labour unions more representative of the respective interests of these classes in the country generally. [In view of the early date by which the nominations have to be communicated, the Government of India are writing direct to the Bombay Millowners' Association and to Mr. Joshi. I am to enclose herewith copies of these letters.]

6. In the opinion of the Government of India it is very desirable that the different employers' associations in India should themselves

devise machinery by means of which they can elect a common representative for the whole of India for the employers' panel under article 412 of the Treaty of Peace as well as delegates and advisers for the General Conferences under article 389 of the Treaty. I am accordingly to request that with the permission of

His Excellency the Governor in Council
His Honour the Lieutenant-Governor in Council,
The Hon'ble the Chief Commissioner

the employers' associations, if any, in the Presidency / Province / Administration of.....

may be addressed in regard to the matter and they may be invited to take steps to set up, in co-operation with each other, some machinery whereby it will be possible to secure in the case of future selections a nomination which would be representative of all interests concerned.

7. As regards the selection of workers' representatives, a further communication on the subject will follow later.

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No. 1398-40 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 26th July 1920.

The SECRETARY, ASSOCIATED CHAMBERS OF COMMERCE,
Calcutta.

Dear Sir,—I am directed to acknowledge receipt of your letter No. 683-A. C., dated the 8th July 1920, and its accompaniments, upon the subject of the nomination of representatives of workers and employers for the International Labour Conferences and Commissions of Enquiry.

2. In reply I am to state that the points raised in the correspondence which accompanied your letter under reply have received the careful consideration of my Committee. As, however, my Committee note that the Government of Inida have already taken action in regard to the nomination of the employers' and workers' representatives upon the first panels, from which members of the Commissions of Enquiry are to be selected, I am to confine my remarks to the specific question of the employers' representation at the periodical International Labour Conferences.

3. In the above connection my Committee are of opinion that the most suitable method whereby the employers' delegates, and their advisers, may be elected for the whole of India would be for Government to authorize the Association of Chambers of Commerce to nominate the employers' delegate and for the Chambers of Commerce in each of the four, or more, chief industrial centres to be invited each to nominate one adviser, in consultation with the other interests represented in the area.

4. My Committee, in making the above recommendations, had particularly in mind the views expressed by the employers' delegate in his report upon the proceedings of the last Conference and, more especially, that part of the Report in which reference is made to the large number of Sub-Committees appointed by the Managing Body and upon which it is essential that India should be adequately represented. If, therefore, the employers' delegation is chosen in the manner above suggested my Committee are of opinion that it should then be possible for the work to be divided evenly and in such way as to ensure that the representative upon each Sub-Committee has not only a knowledge of Indian labour conditions generally but also stands more chance of being conversant with the particular type of labour under discussion.—Yours faithfully,

C. B. SAYER,
Acting Secretary.

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No. 1004-A. C.

ASSOCIATED CHAMBERS OF COMMERCE
OF INDIA AND CEYLON,
ROYAL EXCHANGE,
CALCUTTA, 2nd December 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

*International Labour Conferences and Commissions of Enquiry.*

Dear Sir,—I am directed to hand you herewith a copy of a letter No. 565-74, dated 20th November 1920, from the Bombay Millowners' Association.

2. The President ventures to suggest, for the consideration of your Committee, that possibly they may be able to nominate a repre-

sentative to attend, on behalf of the Associated Chambers, the meeting to be held in Bombay on the 14th December. Mr. Murray has also suggested to the Upper India Chamber that, if they are nominating a representative, he might likewise attend on behalf of the Association, in addition to being the representative of the Upper India Chamber.

3. As regards Calcutta interests, it is understood that the Indian Jute Mills Association will be represented at the meeting.

4. I have sent copies of the Bombay Millowners' Association's letter to all the Associated Chambers.

5. Perhaps you will be good enough to inform me in due course if the proposal made in the second paragraph above commends itself to your Committee.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

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No. 565-74 of 1920.

THE MILLOWNERS' ASSOCIATION,
BOMBAY, 20th November 1920.

The PRESIDENT,
ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON,
Calcutta.

Dear Sir,—My Committee have had under consideration recently the replies they have received to their letter, No. 460-74, dated the 7th October 1920, a copy of which is attached, upon the subject of the nomination of the representatives of employers for International Labour Conferences and Commissions of Enquiry under articles 389 and 412 of the Treaty of Versailles.

2. The replies received to date indicate a general desire upon the part of the Associations consulted to form a Federation of Employers in India upon the lines of similar organisations recently created in Great Britain and elsewhere, and in this view my Committee concur. Having regard, however, to the urgent necessity for immediate action in regard to the nomination of an employers' delegate to the next International Labour Conference, my Committee are of opinion that a meeting of representatives from all the Associations so far consulted in the matter, and of any other duly constituted Associations who may express a desire to be represented should be held in Bombay at

an early date and that the delegate in question, and his advisers should be appointed in a manner mutually to be agreed upon at the meeting.

3. After the question of the above appointments has been disposed of in the manner above indicated, my Committee are of opinion that advantage might be taken of the meeting to consider the further question of the formation of the Federation of Employers, or Associations' representative of the same. In this latter connection, my Committee have observed that several Associations have already formulated schemes having that object in view and they are of opinion that, as the result of a discussion at the meeting, the nucleus of a practical scheme might well be evolved from the proposals now before them.

4. As the time is already short, I am making preliminary arrangements for a meeting to be held in the rooms of this Association, Graham's Buildings, Fort, Bombay, on Tuesday, the 14th December 1920, at 3 p.m. (S. T.), and I shall be glad if you can arrange both to be present yourself on that date and to bring with you one or more representatives of your Association.

5. In order that the meeting may be as representative as possible, I am having a Notice sent to the Press inviting Associations of employers other than those already consulted, to send representatives as well, should they so desire. The Associations and other bodies I have addressed so far are :—

1. The Indian Jute Mills Association, Calcutta.
2. The Indian Mining Association, Calcutta.
3. The Ahmedabad Millowners' Association, Ahmedabad.
4. The Upper India Chamber of Commerce, Cawnpore.
5. The Associated Chambers of Commerce of India and Ceylon, Calcutta.
6. The General Manager, The Tata Iron & Steel Co., Ltd., Jamshedpur.
7. Messrs. Binny & Co., Madras.

6. Should you know of any others, I shall be glad if you will kindly let me know.—Yours faithfully,

RAHIMTOOLA CURRIMBHOY,

Chairman.

Letter No. 460/74 of 1920, dated 7th October 1920.

From—The SECRETARY, Bombay Millowners' Association.

To—The SECRETARY, Indian Jute Mills Association and various other associations.

I am directed by the General Committee of the Association to state that they have been asked by Government to consider the question of nomination of the representatives of employers for International Labour Conferences and Commissions of Enquiry under articles 389 and 412 of the Treaty of Versailles and to advise, after consultation with other Associations' representative of employers of labour throughout India, as to how the desired nomination may best be secured.

2. In the above connection, I am to state that my Committee, before taking any action in the matter, would be grateful if you would be so good as to inform them whether your Association has any suggestions to make in the direction of devising machinery by means of which a common representative for the whole of India may be elected in accordance with the terms of the abovementioned Treaty.

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No. 2453-40 of 1920.

THE CHAMBER OF COMMERCE,

BOMBAY, 10th December 1920.

The SECRETARY,

ASSOCIATED CHAMBERS OF COMMERCE OF INDIA & CEYLON,
ROYAL EXCHANGE,
Calcutta.

Dear Sir,—In reply to your letter No. 1004-A. C. of the 2nd instant, I am directed to inform you that my Committee have much pleasure in nominating Mr. H. P. Hebblethwaite of Messrs. Killick Nixon & Co. to attend on behalf of the Association the meeting of delegates from various Associated Chambers, in India representing employers of labour. In order to save time I am writing direct to the Bombay Millowners' Association, informing them of Mr. Hebblethwaite's nomination.—Yours faithfully,

H. ROYAL,
*for* Acting Secretary.

No. 2454-40 of 1920.

THE CHAMBER OF COMMERCE,
BOMBAY, 10th December 1920.

The CHAIRMAN, BOMBAY MILLOWNERS' ASSOCIATION,
Bombay.

Dear Sir,—I am directed to inform you that this Chamber has been invited by the Associated Chambers of Commerce of India and Ceylon to nominate a representative who will attend on behalf of the Association the meeting of Associations representing employers of labour in India, convened by you for Tuesday, 14th December 1920. I am to state that my Committee have much pleasure in nominating Mr. H. P. Hebblethwaite of Messrs. Killick Nixon & Co. to attend the meeting on behalf of the Associated Chambers.—I am, etc.,

H. ROYAL,
*for* Acting Secretary.

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No. 2455-40 of 1920.

THE CHAMBER OF COMMERCE,
BOMBAY, 10th December 1920.

H. P. HEBBLETHWAITE, Esq.,
Bombay.

Dear Sir,—I am directed to inform you that the Associated Chambers of Commerce of India and Ceylon has been invited by the Bombay Millowners' Association to nominate a representative to attend a meeting of delegates from various Associations in India representing employers of labour, and to state that this Chamber has been requested by the Associated Chambers to nominate such representative on behalf of the Association. My Committee will be very much obliged if you will kindly allow your name to be put forward as representing the Associated Chambers and that you will attend the meeting of delegates which will be held in the rooms of the Chamber, Graham's Buildings, on Tuesday, 14th December 1920, at 3 p.m.—I am, etc.,

H. ROYAL,
*for* Acting Secretary.

## BOMBAY MILLOWNERS' ASSOCIATION.

Proceedings of a meeting of representatives of Associations and other bodies representing employers of labour in India held in the rooms of the Bombay Millowners' Association, Graham's Buildings, Bombay, on Tuesday, 14th December 1920, for the purpose of :—

(*a*) Recommending the employers' delegate, and his advisers for nomination to the next International Labour Conference, and

(*b*) Considering the desirability of forming a Federation of Associations or other large bodies of employers of labour in India.

PRESENT :

Rahimtoola Currimbhoy, Esq. (*Chairman*).

(Bombay Millowners' Association).

The Hon'ble Mr. A. R. Murray, C.B.E.

(Indian Jute Mills Association, and The Associated Chambers of Commerce of India and Ceylon.)

R. D. Tata, Esq.

T. W. Tutwiler, Esq.

(Messrs. Tata Iron & Steel Co., Ltd., Jamshedpur.)

H. P. Hebblethwaite, Esq.

(The Associated Chambers of Commerce of India and Ceylon.)

A. W. Dods, Esq.

(The Indian Engineering Association, Calcutta, and Metallurgical Industries.)

J. H. Pattinson, Esq.

(The Indian Mining Association, Calcutta.)

A. P. Symonds, Esq.

(Messrs. Binny & Co., Madras.)

J. G. Ryan, Esq.

(The Upper India Chamber of Commerce, Cawnpore, and The Associated Chambers of Commerce of India and Ceylon.)

The following Members of the Committee of the Bombay Millowners' Association were also present :—

Sir Sassoon David, Bart.

The Hon'ble Sir Dinshaw E. Wacha, Kt.

Sir Vithaldas Thackersey, Kt.

The Hon'ble Mr. Munmohandas Ramji.

A. Geddis, Esq.

H. H. Lakin, Esq.

Cowasjee Jehangir, Esq. (Jun.), C.I.E., O.B.E.

N. B. Saklatvala, Esq.

C. N. Wadia, Esq., C.I.E., and

C. B. Sayer, Esq. (Acting Secretary).

The Chairman, having indicated briefly the circumstances which had led his Committee to convene the present meeting, explained that the first item upon the Agenda was the nomination, in accordance with the provisions of article 389 of the Treaty of Versailles, of the Employers' delegate to the forthcoming International Labour Conference to be held at Geneva on April 4th, 1920, and following day. The Chairman added that, under the same Article, each delegate may be accompanied by advisers, not exceeding two in number for each item on the Agenda of the Conference, and having regard to the varied nature of the subjects for discussion at the next Conference Mr. Currimbhoy hoped that the meeting would take into careful consideration the various items upon the Agenda in question, namely:—

1. Reform of constitution of the Governing Body of the International Labour Office.

2. Agricultural Questions :—

   (*a*) The adaptation of the Washington decisions to agricultural labour :—

      (*i*) Regulation of the hours of work ;

      (*ii*) Measures for the prevention of or providing against unemployment ;

      (*iii*) The protection of women and children.

   (*b*) Technical agricultural education.

(c) Living-in conditions of agricultural workers.

(d) Guarantee of the rights of association and combination,

(e) Protection against accident, sickness, invalidity and old age.

3. (a) Disinfection of wool infected with anthrax spores.

(b) Prohibition of the use of white lead in painting.

4. The weekly rest in industrial and commercial employment.

5. (a) The prohibition of the employment of any person under the age of 18 years as trimmer or stoker, and

(b) Compulsory medical examination of all children employed on board ship.

The second item upon the Agenda for the present meeting, the Chairman proceeded, was, in the opinion of his Committee, a necessary corollary to the first as they considered it desirable that some machinery should be devised whereby future nominations of the present nature, and also those required in pursuance of the provisions of article 412 of the same Treaty, might be made. Although specially created for the above purpose, the Chairman was of opinion that the Federation once in existence might prove a useful medium for the transmission to Government of the considered and unanimous views of industrial organizations upon matters of general principle affecting all branches of industry.

(1) APPOINTMENT OF DELEGATE.

Consideration was then given to the question of the appointment of the employers' delegate; and the representatives from the other provinces having signified their desire that, in view of Mr. Murray's appointment last year, the nominee should come from this side of India it was resolved that the Bombay Millowners' Association should recommend the delegate in question for nomination. Upon the motion of Sir Sassoon David, Bart., seconded by Sir Vithaldas Thackersey, Kt., Mr. N. B. Saklatvala of Messrs. Tata Sons, Ltd., was duly nominated and it was understood that he was willing to accept the nomination provided the consent of his firm to the necessary leave of absence could be obtained.

APPOINTMENT OF ADVISERS.

In accordance with the suggestion made by the Chairman in his opening remarks the question of the appointment of the advisers to the delegate was considered in conjunction with the various items upon the Agenda for the Conference and in that connection the Hon'ble Mr. A. R. Murray, the employers' delegate at the last Conference, materially assisted the meeting in its deliberations by explaining briefly the events which had led to the inclusion of the various subjects in the present Agenda.

1. REFORM OF CONSTITUTION OF THE GOVERNING BODY OF THE INTERNATIONAL LABOUR OFFICE.

The Hon'ble Mr. Murray explained that the Governing Body, as at present constituted, is composed of the representatives of twenty European Nations and only four non-European ones and that the inclusion of this subject was the result of the strong representations made at the last Conference for the inclusion of a larger proportion of non-European Nations, including India, on that body. After discussion it was decided that the Employers' delegate did not require an adviser upon this point as the two Government delegates might be relied upon to state the case for India.

2. AGRICULTURAL QUESTIONS.

(Various sub-divisions).

As it was realised by the delegates to the last Conference that the case of Countries with large agrarian populations presented difficulties, particularly in regard to the application of the 48 hours' week, the whole question of the adaptation of the draft conventions to agricultural labour was referred to the present Conference.

After discussion, the meeting decided to differentiate between "organised" agriculture, *i.e.*, the tea, sugar, and similar industries, the interests of which were represented by definite Associations, and "unorganised" agriculture, *i.e.*, the great body of agricultural labour outside the large organisations of planters, etc.

As regards the appointment of an adviser to represent "organised" agriculture, it was resolved that the Secretary should approach the recognised Associations and ask them to submit the names of suitable gentlemen and, as regards "unorganised" agriculture, that such of

the large Zamindars' Associations and similar bodies as were known to him, should be addressed to the same effect. In the latter case, it was further decided to inform Government of the action taken and to ask for their co-operation in the matter.

The Secretary was instructed to refer all replies received in the above connection to the Committee appointed to draw up the constitution and rules of the Federation ; and it was agreed that the Committee should be authorised to make the final recommendations in all cases, in consultation with the delegate previously nominated.

3. (*a*) DISINFECTION OF WOOL INFECTED WITH ANTHRAX SPORES.

(*b*) PROHIBITION OF THE USE OF WHITE LEAD IN PAINTING.

The Hon'ble Mr. Murray explained that these items formed the subject of recommendations only from the last Conference and it was decided that the employers' delegate did not require any advisers in regard to them.

4. THE WEEKLY REST DAY IN INDUSTRIAL AND COMMERCIAL EMPLOYMENT.

This item was important as it introduced Commerce for the first time into the sphere of the Conference's activities. Although it was generally agreed that in the majority of large industrial concerns one day of rest in seven is allowed, the meeting considered it desirable that firms engaged in continuous process should nominate an adviser in order that the peculiar difficulties of their position in India might be explained to the Conference. Mr. A. W. Dods, representing the Indian Engineering Association, having expressed his willingness so to act, was accordingly nominated. At the same time the Secretary was requested to approach the Indian Merchants' Chamber and Bureau, Bombay, with a view to the submission by that body of the name of a gentleman competent and willing to represent the case of the small commercial concerns employing only one or two work people or assistants.

5. (*a*) THE PROHIBITION OF THE EMPLOYMENT OF ANY PERSON UNDER THE AGE OF 18 YEARS AS TRIMMERS OR STOKERS.

(*b*) THE COMPULSORY MEDICAL EXAMINATION OF ALL CHILDREN EMPLOYED ON BOARDSHIP.

It was decided to approach the various shipping interests represented in Bombay and to ask the firms concerned to suggest the name of a suitable adviser.

(2) FORMATION OF FEDERATION OF ASSOCIATIONS OF EMPLOYERS.

With regard to the second item upon the Agenda before the meeting, namely, the formation of a Federation of Associations of Employers, the meeting agreed, after discussion, to accept the general principle that some form of permanent organisation was necessary and it was decided to appoint the following Committee for the purpose of formulating a suitable scheme and drawing up the necessary constitution and rules :—

Rahimtoola Currimbhoy, Esq., Bombay Millowners' Association.
Sir Vithaldas Thackersey, Kt. „ „
One representative of the Ahmedabad Millowners' Association.
One representative of the Employers' Federation of Southern India.
Two representatives of the Indian Jute Mills Association.
One representative of the Indian Mining Association.
One representative of the Indian Mining Federation.
One representative of the Tata Iron & Steel Co., Ltd.

As no Association of Employers is at present in existence in Upper India, it was resolved that the result of the Committee's deliberations should be communicated to Mr. J. G. Ryan for the consideration of Cawnpore employers.

The general lines upon which the proposed Federation should be constituted were the subject of some discussion and it was finally resolved as under :—

(*a*) That the principal aim of the Federation should be to nominate the various representatives and delegates of employers required in pursuance of the provisions of Articles 389 and 412 of the Treaty of Versailles.

(*b*) That a subsidiary aim might be to consider and discuss broad questions of principle affecting all branches of industry without interfering in any way with the internal affairs of the various industries.

(*c*) That the membership of the Federation should be confined to Associations of employers with certain exceptions to be clearly defined in the constitution.

(*d*) That the basis of voting should be the number of workers employed.

(*e*) That the Annual General Meeting or Conference should be held in each of the principal industrial centres in turn.

The Chairman, in conclusion, expressed the thanks of his Committee to the representatives from the various provinces and his satisfaction at the decisions arrived at and the proceedings terminated with a vote of thanks to the chair.

RAHIMTOOLA CURRIMBHOY,
Chairman.

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*Report of the delegates from Calcutta in connection with the meeting held on the 14th December* 1920.

In terms of the labour part of the Treaty of Versailles of 28th June 1919 and of the Treaty of St. Germain of 10th September 1919, a permanent International Labour Organisation was established. The original members of the League of Nations were the original members of this organisation which consists of :—

(1) a General Conference of representatives of the members and

(2) an International Labour Office controlled by a Governing Body.

Meetings of the general Conference are held as occasions require and at least once in every year. The first Conference of the members of the International Labour Organisation was held at Washington from 29th October to 29th November 1919, and dealt with industrial matters. The second Conference was held at Genoa from 15th June to 10th July 1920, and discussed questions relating to seamen. The third Conference is to be held at Geneva on 4th April 1921 when agricultural questions will form the principal item on the agenda. Geneva is now the seat of the League of Nations and the International Labour Office is also permanently settled there.

Under the Treaty of Peace, Part XIII, article 389, each Conference shall be composed of four representatives of each of the members of the International Labour Organisation, of whom two shall be Government delegates and the two others shall be delegates representing respectively the employers and the workpeople of each of the members.

Each delegate may be accompanied by advisers, who shall not exceed two in number for each item on the agenda of the meeting. Each member, *i.e.*, each country that is a member of the International Labour Organisation, undertakes to nominate non-government delegates and advisers chosen in agreement with the industrial organisations, if such organisations exist, which are most representative of the employers and workpeople, as the case may be. The credentials of delegates and their advisers shall be subject to scrutiny by the Conference which may refuse to admit any delegate or adviser whom it deems not to have been nominated in accordance with article 389.

As one of the original members of the League of Nations, India was entitled to representation at the first Conference of members of the International Labour Organisation. After consulting various public bodies, the Government of India, in August 1919, selected the Chairman of the Indian Jute Mills Association as the representative of employers of factory labour in India to attend the International Labour Conference held at Washington in October—November 1919. Similarly, after consulting parties interested, the Government of India nominated a representative of the P. & O. and the B. I. Shipping Companies as the employers' delegates at the International Labour Conference held at Genoa in June—July 1920. Both these Conferences were held on comparatively short notice, and the Government of India had to proceed to the nomination of employers' delegates on the advice of such organisations representative of employers as they were able to get in touch with.

In like manner Government, in June 1920, nominated the Chairman of the Bombay Millowners' Association as the representative of employers in India on the panel of persons of industrial experience from which members of Commissions of Enquiry will be drawn, if and when necessary, by the Governing Body of the International Labour Office under article 412 of the Treaty of Peace.

In a letter, dated Simla, 25th May 1920, the Government of India expressed the opinion that it is very desirable that the different Employers' Associations in India should themselves devise machinery by means of which they could elect a common representative for the whole of India for the employers' panel under article 412 as well as delegates and advisers for the General Conferences under article 389

of the Treaty; and Government further invited the Employers' Associations to take steps to set up, in co-operation with each other, the necessary machinery for securing nominations representative of all interests concerned. As the result of informal discussions and correspondence between representatives of leading industrial organisations in India, the Chairman of the Bombay Millowners' Association issued invitations for a meeting to be held at Bombay on Tuesday, 14th December 1920, at 3 p.m.

Invitations were addressed direct to :—

1. The Indian Jute Mills Association, Calcutta.
2. The Indian Mining Association, Calcutta.
3. The Ahmedabad Millowners' Association, Ahmedabad.
4. The Upper India Chamber of Commerce, Cawnpore.
5. The Associated Chambers of Commerce of India and Ceylon, Calcutta.
6. The General Manager, The Tata Iron and Steel Co., Ld., Jamshedpur.
7. Messrs. Binny and Co., Madras, and
8. The Bombay Millowners' Association, Bombay.

In order that the meeting might be as representative as possible a notice was sent to the press inviting Associations of employers, other than those addressed direct, to send one or more representatives as well, should they so desire.

The meeting was called to discuss the appointment of the employers' delegate and advisers for the next International Labour Conference and to consider the possibility of forming a Federation of Employers or of Associations representative of employers, on which body might be imposed the duty of taking the initial steps for the selection of delegates and advisers to represent employers in the future. Minutes of the proceedings will be circulated in due course showing who were present and what passed at the meeting but meantime it is desirable that the interests in Bengal and in Behar and Orissa which were represented at the meeting should be advised of what took place.

The representatives who travelled from Calcutta were :—

Mr. A. R. Murray, President, Associated Chambers of Commerce of India and Ceylon, and representing the Indian Jute Mills Association.

Mr. J. H. Pattinson, Chairman, the Indian Mining Association, and

Mr. A. W. Dods, representing the Indian Engineering Association, and Indian Metallurgical Industries.

These representatives arrived in Bombay on the morning of the meeting and during the forenoon had informal discussions with Sir C. Ernest Low who is to be one of the Government delegates at the next International Labour Conference, with Mr. Rahimtoola Currimbhoy, Chairman of the Bombay Millowners' Association and with Mr. R. D. Tata and other leading representatives of the Tata interests. They thereafter attended the meeting which was presided over by Mr. Rahimtoola Currimbhoy in whose name the invitations were issued. Besides him, there were present other gentlemen from the Bombay side, representatives of the Tata interests, Mr. Symonds of Messrs. Binny & Co., Madras, Mr. H. P. Hebblethwaite of the Bombay Chamber of Commerce and Mr. J. G. Ryan of the Upper India Chamber of Commerce, Cawnpore, the latter two also representing, along with the President, the Associated Chambers of Commerce of India and Ceylon.

The meeting first resolved to recommend a delegate of employers in India for the International Labour Conference to be held at Geneva on 4th April 1921 and selected Mr. N. B. Saklatvala of Messrs. Tata Sons, Ltd., a former Chairman of the Bombay Millowners' Association, as a fit and proper person to act as delegate. Mr. Saklatvala was asked to allow his name to be put forward for nomination and he promised to let the Chairman know in a few days whether he could accept the appointment.

With a view to deciding how many advisers should accompany the employers' delegate, the meeting thereafter went over the agenda of business down for discussion at Geneva which is as follows :—

1. Reform of constitution of the Governing Body of the International Labour Office.
2. Agricultural questions :—
   (*a*) The adaptation of the Washington decisions to agricultural labour :—
      1. Regulation of the hours of work.
      2. Measures for the prevention of or providing against unemployment.

3. The protection of women and children.

(*b*) Technical agricultural education.

(*c*) Living-in conditions of agricultural workers.

(*d*) Guarantee of the rights of association and combination.

(*e*) Protection against accident, sickness, invalidity and old age.

3. (*a*) Disinfection of wool infected with anthrax spores.

(*b*) Prohibition of the use of white lead in painting.

4. The weekly rest day in industrial and commercial employment.

5. (*a*) The prohibition of the employment of any person under the age of 18 years as trimmer or stoker, and

(*b*) Compulsory medical examination of all children employed on board ship.

As regards items 1 and 3 it was not considered necessary to nominate advisers to accompany the employers' delegates for the discussion of these particular matters with which the Government delegates and advisers would be thoroughly conversant.

As regards item 2, it was felt that the agricultural questions to be discussed were of such far reaching importance as to necessitate the nomination of at least two and probably more advisers to accompany the delegate to Geneva.

The meeting was of opinion that agriculture in India might be treated as partly organised and partly unorganised. On the organised side there were tea, coffee, sugar and rubber plantations, indigo, copra, etc., and it was decided to invite all the Associations in India interested to put forward names of planters or others enjoying the confidence of the interests concerned and competent to advise the delegate on the matters to come up for discussion.

(In this connection it was noted that provision is made in article 389 of the Treaty for the delegate appointing one of his advisers to act as his deputy and to speak and vote as such, and that it is the practice for the delegate to stand down and to allow his expert adviser to take the active part in the Conference and or Committee when matters requiring expert knowledge are under discussion.)

As regards the unorganised side of agriculture, the meeting had difficulty in deciding what type of adviser should be selected, whether he should be drawn from landholders, or similar Associations, from managers of Zemindaries or from large landowners or cultivators. It was ultimately agreed to consult the Government of India before deciding on the adviser or advisers to be selected to represent these particular interests.

The meeting next considered the appointment of advisers for item No. 4. It was agreed that a weekly rest day was already given in all organised industries with certain recognised exceptions such as works involving continuous process. Special provision is made for the latter in conventions dealing with hours of labour, etc., and the metallurgical industries represented at the meeting asked that an adviser might be appointed to look after their particular interests. They put forward the name of Mr. A. W. Dods of Messrs. Burn & Co., and of the Indian Iron & Steel Co., Ltd. The meeting unanimously selected Mr. Dods and authorised the submission of his name to Government for nomination as an adviser for the next Conference.

As regards commercial employment it was agreed that although the larger concerns engaged in commerce in India recognise a weekly rest day, the practice is far from common amongst smaller Indian traders and shopkeepers who however observe a great many festivals as holidays. The meeting ultimately agreed to consult the Indian Merchants Chamber and Bureau, Bombay, as to the necessity for appointing an additional adviser to accompany the employers' delegate.

Dealing with the last item on the Agenda, the meeting decided to communicate with the shipping interests concerned as to the advisability of selecting an adviser to proceed to Geneva for the discussion of the matters detailed in No. 5.

The meeting then discussed the procedure to be followed in dealing with the various matters that had been under discussion and regarding which a good deal still remained to be done before all the necessary advisers could be finally appointed. It was ultimately decided to ask the Secretary of the Bombay Millowners' Association to be good enough to take the necessary steps for giving effect to the decisions and wishes of the meeting and that the correspondence and the replies to be received by him should be submitted to a Committee.

The meeting thereupon proceeded to consider the lines upon which a Committee representative of all the interests concerned could be formed. It was agreed that it would be necessary to constitute a Committee or Organisation of some description not only to deal with the matters still remaining over for disposal in connection with the next International Labour Conference but also to arrange for future meetings which would have to be called for the selection of delegates and advisers in the years to come. Under the Treaty of Peace a duty had been imposed upon employers of labour which could not be evaded. The Government of India had to nominate non-government delegates and advisers chosen in agreement with the industrial organisations most representative of employers or workpeople as the case may be. Unless all the leading Associations representative of employers' interests in this country came together on a common footing it would be a very difficult and invidious task for Government to decide between the competing claims of the leading industrial organisations. Ultimately it was agreed that it would be to the best interests of all concerned to form an organisation representative of employers of labour in India.

The representatives present at the meeting therefore unanimously resolved to recommend to their respective Associations that a Federation of Indian industries should be formed on the following lines :—

(1) That the Federation, as far as possible, shall be composed of Associations representative of the different classes of Indian industries, but that where no Association exists or where employers do not belong to an Association it shall be at the option of the Executive to admit individual employers as members of the Federation on certain terms.

(2) That the voting shall be on the basis of the numbers of workers employed.

(3) That the Federation shall not interfere in any way with the internal affairs of the various industries, and

(4) That the annual meetings of the Federation will be held in rotation at Bombay, Calcutta, Cawnpore, Madras or elsewhere as may be arranged.

It was remitted to a Committee to frame the draft constitution and rules to be submitted for approval to all the Associations interested. This Committee is to consist of representatives from :—

| | | |
|---|---|---|
| The Bombay Millowners' Association | .. | 2 Members. |
| The Indian Jute Mills Association | .. | 2 ,, |
| The Indian Mining Association | .. | 1 Member. |
| The Indian Mining Federation | .. | 1 ,, |
| The Ahmedabad Millowners' Association | | 1 ,, |
| The Tata Iron and Steel Co., Ld. | .. | 1 ,, |
| Messrs. Binny and Co., Madras | .. | 1 ,, |

The draft constitution and rules are also to be sent to Cawnpore before being circulated for approval.

It was further resolved that the foregoing Committee should be kept advised of the correspondence and of the replies to be received by the Secretary of the Bombay Millowners' Association regarding the matters still to be disposed of in connection with the next International Labour Conference with a view to their making final recommendations as to the appointment of advisers.

## APPENDIX Y-1.

## SCHEME FOR INDUSTRIAL AND TECHNICAL EDUCATION.

No. 4445.

EDUCATIONAL DEPARTMENT,
SECRETARIAT, FORT, BOMBAY.
Dated the 19th October 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to state that the Governor in Council has decided to appoint a committee to draw up a comprehensive scheme for

technical and industrial education in the Bombay Presidency consisting of one representative of each of the following bodies as well as of your Chamber :—

(1) The Bombay University ;
(2) The Indian Merchants Chamber and Bureau ;
(3) The Millowners' Association, Bombay ;
(4) The G. I. P. Railway ;
(5) The B. B. & C. I. Railway

and

of the following gentlemen :—

(6) The Hon'ble Mr. R. P. Paranjpye, M.A., B.Sc., Principal, Fergusson College, Poona.

(7) Lieutenant Colonel G. H. Willis, C.I.E., M.V.O., R.E., Mint Master, Bombay.

(8) Mr. G. H. Thistleton Dyer, M.A., M.I.C.E., Director of Industries, Bombay Presidency.

(9) Mr. T. S. Dawson, Principal, Victoria Jubilee Technical Institute, Bombay.

(10) Mr. K. R. Kanitkar, Professor of Physics, Fergusson College, Poona.

I am to request that you will be so good as to communicate to Government as soon as possible the name of the person whom your Chamber wishes to nominate as its representative on the Committee. —I have, etc.,

J. KER,

Secretary to the Government of Bombay.

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No. 2053-216 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 18th November 1920.

The SECRETARY TO THE GOVERNMENT OF BOMBAY,
EDUCATIONAL DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter, No. 4445, dated the 19th October 1920, and in reply to state that my Committee

desire to nominate Mr. J. C. K. Peterson, C.I.E., of Messrs. Tata Sons, Ltd., as their representative on the Committee appointed to draw up a scheme for technical and industrial education in this Presidency.

I am to add that Mr. Peterson's name is submitted upon the understanding that the work of the Committee will not necessitate his absence from Bombay on tour.—I have, etc.,

C. B. SAYER,
Acting Secretary.

## APPENDIX Y—2.

## COMMERCIAL INTELLIGENCE DEPARTMENT.

No. 14609 of 1919.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 12th December 1919

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to forward a copy of a letter from the Government of India on the subject of the Indian Industrial Commission's recommendations relative to the collection of commercial intelligence and to request that Government may be favoured with the Chamber's views on the points dealt with in paragraphs 6 to 9 of the letter by 23rd instant.—I have, etc.,

P. J. MEAD,
Chief Secretary to Government.

No. 7658, dated Simla, 22nd September 1919.

From—The HON'BLE MR. A. H. LEY, C.I.E., I.C.S., Secretary to the Government of India, Department of Commerce and Industry,

To—The Chief Secretary to the Government of Bombay, Revenue Department.

I am directed to advert to the correspondence ending with your letter No. 3726, dated the 10th April 1919, and to address you further on the subject of the Indian Industrial Commission's recommendations relative to the collection of commercial intelligence. These recommendations may be briefly summarised as follows :—

(*a*) That the Department of Commercial Intelligence be reconstituted as a Department of Commercial and Industrial Intelligence, subordinate to the proposed Imperial Department of Industries.

(*b*) That statistics and intelligence relating to industries and commerce be collected and analysed by Directors of Industries and other expert agents under the general control of the proposed Imperial Department of Industries

(*c*) That the Department of Statistics should remain a distinct Department as at present, subordinate to the Imperial Department of Commerce.

(*d*) That two special Commercial Intelligence officers be appointed at Calcutta and Bombay, working under the provincial Directors of Industries, but communicating when necessary with the Director of Commercial and Industrial Intelligence.

(*e*) That provision should be made in the budget of the Department of Commercial and Industrial Intelligence for increased establishment and for allowances to trade correspondents.

(*f*) That the Director of Commercial and Industrial Intelligence should be a member of the proposed industrial service.

2. The Government of India concur in the suggestion that the Department of Statistics should remain a separate entity, as at present, subordinate to the Commerce Department. A brief reference was made to the subject in paragraph 8 of my letter No. 589-D., dated the 7th December 1918 and it is understood from your letter in reply, No. 3726, dated the 10th April 1919, that the Government of Bombay generally accept the principles of the Industrial Commissions' recommendations.

3. The proposal to maintain the union of commerce and industry in matters of intelligence appears to the Government of India *prima facie* inconsistent with the Commission's main proposal to divorce industry from commerce in the departments of the Central Government. In the opinion of the Government of India there is a well defined line of demarcation between questions relating to commercial intelligence and questions relating to industrial intelligence, and if there is any value in the separation of the department which deals with industrial questions from the department which deals with commerce, the distinction should, with due regard to economy, be carried down through the Departments subordinate to both. Industrial questions, on the one hand, raise abruptly problems of technology, differing generally in different industries, and the industrial intelligence officer must understand the essential conditions of manufacture, including the nature of raw materials, technical processes and labour requirements. Commercial questions on the other hand form a special and well-defined group. Whatever the commodity concerned the fundamental point at issue is invariably centred on commercial system and practice, and involves a knowledge of exchange, of commercial law, freights, tariffs and markets.

4. It would be well at this stage to recall in outline what the actual work of the Commercial Intelligence Department is. There is, in the first place, the direct work for Government of advising in commercial matters. The Director General is frequently consulted on questions connected with commercial administration, shipping tariffs, trade expansion. With all the complex trade problems that are certain to arise in the near future this work will be increasingly important and arduous. The advice which Government will require from him will be almost entirely commercial; for Industrial intelligence there will be agencies of a different kind. In the second place the main function of a commercial intelligence officer *vis a vis* the public is, and will continue to be, to bring together buyers and sellers of Indian goods whether in India or overseas markets, but chiefly with a view to overseas trade expansion. He must be in direct touch with Trade Commissioners in the United Kingdom and the Dominions, and with British consular officers in foreign countries, and one of his principal functions is to push Indian trade overseas, partly by means of trade introductions and partly by the circulation of detailed information

regarding Indian produce and manufactures. In the third place the Commercial Intelligence Department must be an information bureau. Here, no doubt, it may not be always easy to keep commercial distinct from industrial information. As far as the latter is concerned, however, the Commercial Intelligence officer will, as he already does, pass on enquiries to the appropriate quarters, generally the provincial departments of industries. In the interests of Indian trade he is required to perform a certain amount of collation of information provided by different technical departments including the provincial departments of industries ; but the main functions of his Department will be the supply of intelligence on trade conditions in India and abroad, tariff questions, customs regulations, sources of supply and other kindred matters.

5. This analysis of the functions of a Commercial Intelligence officer leads the Government of India to decide that the Commercial Intelligence Department should remain as it is, subordinate to the Commerce Department of the Government of India, and not to the proposed Department of Industries. It follows as a corollary that the Commission's proposal that the Director, as well as Trade Commissioners, existing or prospective, should belong to the proposed industrial service should also be rejected.

6. That the staff of the Commercial Intelligence Department must be considerably expanded admits in the opinion of the Government of India, of no doubt, and requires no argument. In particular the want of a Commercial Intelligence staff in Bombay has been acutely felt during the war, and with the appointment of an Indian Trade Commissioner in London and British Trade Commissioners in the Dominions and Colonies, enquiries from overseas have developed rapidly. Moreover several markets within easy reach of India (*e.g.*, South and East Africa, and the Middle East) have acquired considerable importance and will demand increasing attention. The Government of India fully accept the view that there must be special commercial intelligence officers, in addition to the Director General, in Calcutta and Bombay. It is only with reference to the proposal that these officers should be provincial officers, subordinate to the Local Departments of Industries, that I am to address you. The Government of India hold the view that they must have their own expanded organisation. Apart from the necessity, which has arisen from the location

of the Government of India in Delhi and Simla, for strengthening the links between themselves and the principal commercial centres, the analysis of the functions of a Commercial Intelligence Department which has been attempted in paragraph 4 above shows that the nature of the work is essentially national, often indeed international, rather than local. The commerce of big cities like Calcutta and Bombay is of too far-reaching a character to take cognizance of provincial boundaries, and a Local Government administering a particular port is, generally speaking, by no means the only Government whose interests are involved in the trade of that port. (It is recognised that this argument applies with less force to Rangoon than to commercial centres in India proper, but the fact remains that the work of a Commercial Intelligence officer cannot be of a purely local character). Commercial Intelligence officials will of course be in close and constant touch with provincial Directors of Industries, as well as with other provincial Departments; but it does not seem proper to the Government of India that they should be subordinate to the Directors of Industries, and if they were, there would be some reason to fear that as a result their services might be utilised purely on industrial development to the detriment of their proper activities in the sphere of commerce.

7. It is to be remembered, further, that a Commercial Intelligence officer is not in charge of local executive activities, such as would affect a Local Government. He is an intelligence officer, pure and simple, and as such can be freely consulted by a Local Government or by a local Department whenever necessary. I am to draw particular attention to this aspect of the matter, and to say that in the scheme I am now to put forward it is fully intended that while the officers of the Commercial Intelligence Department should be under the orders of the Government of India, they should be freely available for any consultation which the Local Government may, at any time, desire. There seems to the Government of India to be no reason why this stipulation should not meet all the requirements of Local Governments.

8. The organisation which the Government of India accordingly propose is broadly as follows:—

A Director General of Commercial Intelligence with headquarters at Calcutta, assisted by a Deputy Director General and

an Assistant Director General at that port, assistance which should enable the Director General to tour more extensively over India than has hitherto been possible.

A Deputy Director General at Bombay, assisted by an Assistant Director General, who however might preferably be stationed at Karachi.

An Assistant Director General at Rangoon.

Certain officials in other Indian trade centres, who would act as Trade Correspondents of the Director General.

It is unnecessary for present purposes to give details in this letter as to pay and emoluments but it is intended that Assistant Director Generals should be paid at the same rates as Assistant Collectors of Customs, with whom they should be interchangeable. Deputy Directors General would draw pay at rates intermediate between that of Assistant Collectors and Collectors of Customs.

9. A possible development in the future may be some form of amalgamation between the Commercial Intelligence Department including Trade Commissioners and the Imperial Customs Service, and one advantage of the extended organisation proposed is that it will provide a more adequate reserve than exists at present of officers with specialised training in commercial matters, from which the Government of India may be able to fill higher vacancies in the Department of Commerce.

10. I am now to request that the Government of India may be furnished with the views of His Excellency the Governor-in-Council on the points dealt with in paragraph 6 and the succeeding paragraphs of this letter. They are anxious that the reorganisation which they contemplate should be brought into being with as little delay as possible and I am to ask that they may be favoured with an early reply.

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No. 1401-207 of 1919.

CHAMBER OF COMMERCE,
BOMBAY, 20th December 1919.

The CHIEF SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 14609 of 1919, dated 12th December 1919, forwarding a letter from the Govern-

ment of India on the subject of the Indian Industrial Commissions recommendations relative to the collection of Commercial Intelligence.

2. In reply I am to state the points dealt with in paragraph 6 to 9 of the letter from the Government of India have received the careful consideration of my Committee and they are in full agreement with the proposals contained in paragraphs 6 to 8 of the letter in question.

3. My Committee, however, are not prepared to offer an opinion upon the suggestion contained in paragraph 9 until they are in receipt of more detailed information regarding the same.—I have, etc.,

C. B. SAYER,
Assistant Secretary.

# APPENDIX **Y-3.**

## STORES PURCHASE COMMITTEE.

No. 15-W/3.9.

GOVERNMENT OF INDIA,
INDIAN MUNITIONS BOARD,
SIMLA, the 4th November 1919.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—In pursuance of the recommendations of the Industrial Commission a Stores Purchasing Committee will tour round India in the forthcoming cold weather, for the purpose of investigating the question of a Government stores purchasing agency. I enclose for your information a copy of the draft terms of reference (which you will understand are subject to slight modification later).

2. As the time which can be devoted to the oral examination of witnesses is limited, it is proposed to send as early as possible to each witness a questionnaire, to which a written reply will be requested. On perusal of the written replies the Committee will decide in what cases it will be advisable to take oral evidence also. Oral evidence will be taken at Calcutta, Cawnpore, Bombay, Madras, Rangoon and Delhi.

3. In order that the evidence may be representative of as many different interests and sections of the community as possible, it is proposed to send the questionnaires to two members of your Chamber.

4. I am directed to ask you to be good enough to forward to the Indian Munitions Board the names of two witnesses whom you desire to nominate as your representatives.—Yours faithfully,

F. R. R. RUDMAN,
Secretary.

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*Terms of Reference.*

In view of the necessity of encouraging Indian industries, while at the same time securing economy and efficiency in the purchase of Government requirements, the Committee should enquire and report—

(*a*) what measure are required to enable the Departments of the Government of India and of Local Governments to obtain their requirements as far as possible in India, and what central and local agencies for purchase and inspection should be constituted;

(*b*) what should be the relations of such agencies with one another and with the Stores Department of the India Office (or such other purchasing organisation in England as may hereafter take the place of that Department);

(*c*) what modifications of the Stores Rules will the scheme recommended by the Committee necessitate.

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No. 1274/190.

CHAMBER OF COMMERCE,
BOMBAY, 15th November 1919.

THE SECRETARY, INDIAN MUNITIONS BOARD,
Delhi.

Sir,—I am directed to acknowledge receipt of your letter No. 15/W-3, dated 4th instant, inviting this Chamber to nominate two representatives to whom a questionnaire from the Stores Purchasing Committee can be sent for written replies thereto. I am to suggest in this connection that it might be more advantageous if the said questionnaire could be sent direct to this Chamber so that the Committee could draft

replies on behalf of the general body of members. It might then be possible to nominate two representatives of this Chamber for oral examination by the Stores Purchasing Committee if the latter require oral evidence from this Chamber.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

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No. 5-B. W-4.

GOVERNMENT OF INDIA,
INDIAN MUNITIONS BOARD,
DELHI, the 22nd November 1919.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Dear Sir,—With reference to your letter No. 1274-190, dated the 15th November 1919, I am directed to forward a proof copy of the draft questionnaire—(which, of course, is subject to slight modification later) prepared for the forthcoming Stores Purchase Committee.—Yours faithfully,

F. R. R. RUDMAN,
Secretary.

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## QUESTIONNAIRE.

### I.—PURCHASE.

1. Do you advocate the formation of a central agency for purchases on account of departments of the Government of India ? Please give your reasons.

2. Assuming the formation of a central agency, are any special arrrangements required for particular departments of the Government of India (*e.g.*, Army Department, Railway, Public Works Department, Posts and Telegraphs, Royal Indian Marine ?)

3. Are there any classes of stores which, in your opinion, should not be purchased by a central agency ? What agency do you propose for such purchases ?

4. Would it be advantageous for (*a*) local and *quasi*-public bodies (*b*) company-owned railways and (*c*) British Colonies and Protectorates

which buy stores in India to make their local purchases through a central stores agency.? If so, should they be expected to contribute towards the maintenance of the central organisation ? (See also question 27.)

5. Would a Central Stores Department be a suitable agency for the purchases of Local Governments ? What measures of decentralisation would you suggest ?

6. If you favour the creation of local agencies for the purchases of Local Governments, how far is it desirable for departments of the Government of India to obtain any of their requirements through local agencies ?

7. Have you any experience of the existing system by which Government calls for tenders for supply of stores; and if so, have your any criticisms or suggestions to offer thereon ?

8. Would the establishment of a Central Stores Department render possible the introduction of simultaneous tendering in India and England for important contracts on behalf of Government ?

## II.—Inspection.

9. Having in view on the one hand the special responsibility of certain departments (*e.g.*, the military departments)for the suitability of stores purchased and on the other, the great assistance which a centralised inspection agency could probably afford to Indian industries do you think that the policy of inspection should be dictated by the consuming department or by the department responsible for the industrial development of the country ?

10. Should inspection be carried out generally by a central agency independent of but working under the same control as the agency for the purchase of stores?

11. Are there any departments which require special inspection organisations of their own ?

12. Are there any classes of articles, of which you have expert knowledge, for which specialised inspection is advisable ?

13. Assuming the creation of local agencies for the purchases of Local Governments, should inspection be carried out by a central inspection agency or is it necessary to create local inspection agencies.

III.—HOME INDENTS.

14. Would the creation of central or local agencies for the purchase of Government stores necessitate any modifications in the Stores Rules† of 1913 ?

15. Under what conditions should purchases of European stores (whether in India or in the United Kingdom at the time of purchase) through established Indian branches of British manufacturing firms be allowed ? How would the grant of this concession affect—

(*a*) holding of stocks in India by the firm ?

(*b*) possibilities of the firm establishing manufacture in India ?

16. Do you approve of the scrutiny by a central department in India of all home indents before their transmission to the Director-General of Stores ?

17. Can you suggest any practicable method for keeping the scrutinising department (*vide*) Q.-16 posted with up-to-date information of the prices of articles obtainable both in India and the United Kingdom.

18. Are there any classes of stores obtainable from abroad, which, in your judgment, should be procured otherwise than through the Director-General of Stores ?

IV.—STOCKS.

19. Do you advocate the formation of central stock depots by Government in India ? How would this affect—

(*a*) the holding of stocks by Government departments ?

(*b*) the holding of stocks by private firms ?

20. If you approve of the formation of central stock depots, where should they be situated ? Should they be maintained for Indian as well as for imported stores ?

V.—GENERAL.

21. Please state the total amount expended by your department each year since 1910 on—

(*a*) stores purchased abroad ?

(*b*) imported stores purchased in India ?

† Reproduced in Appendix II.

(*c*) Indian stores ?

*N.B.*---Separate figures should be given for each subordinate department making considerable purchases.

22. What arrangements, if any, are in force in your department for maintaining records of—

(*a*) prices paid for stores, and

(*b*) equipment and records of success of firms dealt with ?

23. Do you consider that it would be feasible for a central agency to collect and disseminate to purchasing officers prompt and reliable information regarding the prices, capacity and performances of contracting firms ?

24. Are the existing rules for shipbuilding suitable to present conditions and future possibilities of industrial development in India ?

25. Would the purchase and inspection of stores for company-owned railways and local and *quasi*-public bodies by a central Government Agency constitute any interference with the legitimate sphere of private enterprise ?

26. Have you any views on the recruitment and organisation of the staffs of central or local stores departments ?

27. Should the cost of the central and local purchasing Agencies be met by a percentage charge on orders placed with them ?

28. Please describe the measures in force in your department for auditing purchases of stores.

29. Would the creation of central or local stores departments render it possible to exercise a more efficient audit on purchases and to ensure fuller compliance with the rules in force ?

30. Do you consider that it would be desirable to arrange interchanges of personnel between the Home and Indian Stores Departments or between the Indian Stores Department and any of the local purchasing departments ?

## APPENDIX II.

### *RULES FOR THE SUPPLY OF ARTICLES FOR THE PUBLIC SERVICE.*

Subject to the provisions of the Generel Rules specified below, and to any instructions regarding specific articles which have been, or may be issued by the Government of India from time to time (*e.g.*, those relaing to the supply of stationery) the following are the rules relating to the supply of articles required for the public service. These rules supersede all previous orders which are not explicitly continued.

RULE 1.—*Articles manufactured in India from Indian materials.*

All articles which are produced in India in the form of raw materials or are manufactured in India from materials produced in India should, by preference, be purchased locally, provided that the quality is sufficiently good for the purpose, and the price not unfavourable.

RULE 2—*Articles manufactured in India from imported materials.*

All articles manufactured in India from imported materials should by preference, be purchased in India subject, however, to the following conditions:—

(*a*) That a substantial part of the process of manufacture of the articles purchased has been performed in India.

(*b*) That the price is as low as that at which articles of similar quality can be obtained through the India Office.

(*c*) That the materials employed are subjected to such inspection and tests as may be prescribed by the Government of India.

*Note.*—The term "a substantial part of the process of manufacture" in clause (*a*) means that a substantial part of the preparation of the finished article must be performed in India, whether from raw materials or from component parts obtained in a finished state from other sources.

RULE 3.—*Articles which are not manufactured in India.*

Articles which are not manufactured in India should be obtained by indent upon the Store Department of the India Office, except in the following cases:—

(*a*) When the articles are already in India at the time of order, and their price and quality are not unfavourable as compared

with those at which similar articles could be obtained through the India Office, and the cost of the supply does not exceed the limits prescribed at the end of Rule 15.

(*b*) In the case of important construction works let out on contract, articles not manufactured in India required for the construction of such works may be supplied by the contracting firm subject to the following conditions :—

(*i*) That the firm is approved by the Government of India and is included in the list of firms so approved—*vide* Schedule B, Appendix 30, P. W. D. Code, Volume III.

(*ii*) That the materials are subject to the current specifications and tests prescribed by the Government of India.

*Note.*—Articles of clothing and equipment of European manufacture required for the Burma Police Department may be procured for the present without the intervention of the India Office.

RULE 4.—*Articles which should be purchased in India.*

The following articles, whether manufactured or produced in India or not, should be purchased in India, provided that they comply with the current specifications, are of the requisite quality, and can be obtained at a not unfavourable price.

(*a*) Those of a perishable nature.

(*b*) Explosives.

(*c*) Block tin.

(*d*) Wines and spirits and English bottled beer for the use of Government hospitals in India.

(*e*) Kerosine oil.

(*f*) Plant and materials for electric installations intended to take current from existing centres ; and small electrical power and lighting plants of not more than 25 kilowatt capacity, which involve the provision of generators and cables for distribution, provided they comply with the current specifications and tests prescribed by the Store Department of the India Office.

(*g*) Australian timber.

(*h*) Australian copper.

(*i*) Italian marble.

(*j*) British Columbian timber.

(*k*) Plant and materials for small gas installations the cost of which does not exceed Rs. 15,000.

(*l*) Cheap articles of common use required in small quantities only.

(*m*) Such other classes of articles as may from time to time be prescribed by the Government of India. All such cases should be reported to the Secretary of State for his information.

RULE 5.—*Special purchases in India.*

When serious inconvenience to the public service would be caused by waiting to obtain an article from England through the Director-General of Stores, or when, owing to the greater promptitude of supply, an economy can be effected by purchasing in India articles which, under the foregoing rules, should be obtained through the Store Department, the purchase may be made in India, subject to Rule 13, provided that the articles are already in India at the time of order; but in such cases, if the value of the articles exceeds Rs. 570, the sanctioning officer should place on record the reasons which make the local purchase desirable. This record shall be available for the inspection of the Examiner of Accounts or the Supervising Officer when required.

RULE 6.—*Inter-departmental purchases.*

Nothing in the rules is to be deemed to prohibit the purchase of stores of European manufacture by one Department or Railway from another.

RULE 7.—*Method of obtaining stores not purchased in India.*

All articles which under the foregoing rules are not to be bought in India should be obtained by indent on the Store Department of the India Office, except any which the Secretary of State may have specially authorised the Government of India or its officers to purchase

direct outside India. Such purchase is at present permissible in the case of the following articles :—

(*i*) Seeds.

(*ii*) Cinchona bark.

(*iii*) Articles for experimental or research purposes required by officers approved by the Government of India from time to time. A list of the officers thus approved is given in Appendix A.

(*iv*) Excise instruments and apparatus required by Provincial Excise Departments for experimental or research purposes.

(*v*) China, glass, cutlery, plate, crockery and perishable fabrics, including linen for residences which are furnished by Government.

(*vi*) Australian timber.

*vii*) British Columbian timber.

(*viii*) Australian lead.

(*ix*) Such articles as Superintendents of Vaccine Depots may require for the preparation of vaccine lymph (*e.g.*, lanoline and glycerine).

(*x*) Chemicals and scientific instruments which do not require careful inspection and testing or which are of standard description usually quoted by well-known firms, provided that the articles cannot be procured from the Medical Store Depots.

(*xi*) Articles required for Viceregal residences in special and urgent cases.

*Note.*—Payments for stores purchased under this rule should be made direct to the suppliers by the purchasing officers.

GENERAL RULES.

RULE 8.—*Forecast of requirements which should under the rules be complied with by indent on the India Office.*

All requirements should be fulfilled locally in accordance with the provisions of the Resolution No. 4941, 4988-102, dated the 14th July 1909, provided that quality and price are not unfavourable and provided that such purchase does not violate any of the instructions obtained in these rules. In cases, however, in which stores have to be obtained through the India Office, every effort should be made to foresee requirements so that the indents may be despatched in ample

time. Persistent failure of any officer to make such efforts should be brought to notice by the Local Government or other authority which may, at its discretion, cancel or reduce the power of sanction entrusted to the officer at fault.

RULE 9.—*Time required to obtain Stores from England.*

It may be assumed that the time required from the transmission of an indent upon the Secretary of State to the receipt of the stores is :—

Urgent telegraphic indents, not less than three months.

Ordinary indents, six to ten months, according to the articles, demanded.

For special stores, *e.g.*, large girders, rolling stock, etc., up to one year in ordinary times.

NOTE.—When ordinary stock articles conforming to well-recognised standards are required within a shorter period than three months, and the purchase has, under the rules, to be made through the India Office, the indenting officer shall, if he desires that the procedure indicated in the Resolution in the Department of Commerce and Industry, No. 6822-6869-37, dated the 13th September 1911, be adopted, state the fact clearly in his telegraphic indent.

RULE 10.—*Method of comparing prices.*

In all cases in which the selection of source of supply depends upon comparison of prices, the procedure to be adopted for such a comparison is as follows :—

(*i*) A reference should be made to Home prices as shown in the Rate Lists, and freight should be added at the lowest rates paid by the India Office together with 13*s.* 4*d.* per 100*l.* for interest, 2*s.* 2*d.* per 100*l.* for insurance, and 3*d.* per ton for freight brokerage.

(*ii*) In cases of important contracts, the prices ruling in the English market should be ascertained by telegraphic reference to the Director-General of Stores.

(*iii*) In cases where the necessary information as to Home prices is not available from the Rate Lists, the purchase in India shall be subject to the condition that the price is not unfavourable.

(*iv*) In order to arrive at the market value at an Indian port of the article imported from England the following charges shall be included :—

(*a*) Landing, wharfage, and port charges as shown in the Rate Lists.

(*b*) Customs duty, as shown in the tariff to be applicable to the article in question, to be calculated on its cost *plus* the additional charges mentioned in the earlier part of this rule.

(*v*) The cost of carriage to site from port or place of manufacture, as the case may be, shall be taken into account.

RULE 11.—*Tests.*

Any articles purchased in India which should be tested are liable to the specifications laid down from time to time by competent authority, with the approval of the Secretary of State in Council, and should be required to pass the tests prescribed for such articles.

RULE 12.—*Firms from which iron and steel may be bought in India.*

Important iron and steel work, if purchased in India, should only be obtained from firms approved by the Local Government or Administration and entered in a Schedule as corrected from time to time by the Government of India. A list of approved firms is given in Appendix B.

*Note.*—By "important iron or steel work" are meant articles of iron or steel, which form important components of the project in hand *e.g.*, bridge girders and roof trusses, built up in the firm's workshops and supplied ready for erection, in such sections as may be convenient, and rolled steel beams, rails or other sections cut to length or otherwise prepared at the firm's workshops to suit the indenting officer's requirements. The intention of the rule is to ensure that part, the accurate preparation of which is essential to the security of a project, shall be obtained only from firms which possess workshops and appliances capable of turning out work of the desired standard. The raw materials used may be either imported or of Indian manufacture, subject to the usual specifications.

RULE 13*.—*Financial limits on powers of officers to make purchases in India.*

In the case of purchases made under Rules 1, 2, and 4, an officer's powers of purchase extend to the ordinary limits to which he is empowered to enter into contracts but in the case of purchases made in India under Rules 8(*a*) and 5, the limits for expenditure on any one article or on any number of similar articles purchased at one time are as follows :—

(*a*) *Civil Departments.*

| | | Rs. |
|---|---|---|
| (*i*) | Heads of Departments, Commissioners of Divisions, other officers of or above the rank of Collector whom the Local Government may select and Principals of Colleges and Inspectors of Schools in Bengal, Bihar and Orissa and Assam .. .. .. .. | 250 |
| (*ii*) | Other officers authorised to incur expenditure .. .. .. .. .. .. | 50 |
| (*iii*) | Controller of Printing, Stationery and Stamps .. .. .. .. .. | 1,000 |
| (*iv*) | Local Government or Administration :— | |
| | 1. In case of purchases made under Rule 3 (*a*). | 3,000 |
| | 2. In case of purchases made under Rule 5. | .. Full powers. |

The powers of a Local Government are also exercised by the following officers :—

Surveyor-General of India.

Agricultural Adviser to the Government of India and Director of the Agricultural Research Institute, Pusa.

Director-General of Observatories.

Director-General, Posts and Telegraphs.

Political Resident, Persian Gulf.

Superintendent of Port Blair.

* This rule is in abeyance for the period of the war.

(*b*) *Public Works Department.*

| | | For purchases made under Rule 3 (*a*). Rs. | For purchases made under Rule 5. Rs. |
|---|---|---|---|
| (i) | Executive or Assistant Engineer holding charge of a Division .. .. .. | 200 | 500 |
| (ii) | Superintending Engineer or Superintendent of Works . | 1,000 | 2,500 |
| (iii) | Local Government or Administration .. .. | 3,000 | Full powers. |

(*c*) *Railway Department.*

| | | | |
|---|---|---|---|
| (i) | Executive or Assistant Engineer holding charge of a Division on a line under construction or survey .. | 200 | 500 |
| (ii) | Engineer-in-Chief holding charge of a line under construction or survey .. | 1,000 | 2,500 |
| (iii) | Agent of an open line .. | 1,000 | 2,500 |
| (iv) | Railway Board .. .. | 3,000 | Full powers. |

NOTE.—Agents of open lines may delegate to their Engineers-in-Chief, Executive Engineers, or Assistant Engineers holding charge of a Division, such power of purchase as they deem fit up to the limits specified for lines under construction, and to their Chief Store-keepers up to the limits specified for Executive Engineers.

(*d*) *Army Department.*

| | | For purchases made under Rule 3 (*a*). Rs. | For purchases made under Rule 5. Rs. |
|---|---|---|---|
| (*i*) | Director-General of Military Works .. .. .. | 3,000 | Full powers. |
| (*ii*) | Divisional Commander .. | 3,000 | 5,000 |

| | | For purchases made under Rule 3 (*a*). Rs. | For purchases made under Rule 5. Rs. |
|---|---|---|---|
| (*iii*) | Officer Commanding an independent brigade; Director-General of Ordnance;* Director, Royal Indian Marine; Director-General, Indian Medical Service (for medical store depots); Director, Army Clothing; and Director-General, Army Remount Department .. | 2,500 | 2,500 |
| (*iv*) | Officer Commanding a brigade, other than those included in (*iii*); Director of Ordnance Factories; Director of Ordnance Inspection and Director of Ordnance Stores .. .. | 1,000 | 1,000 |
| (*v*) | Superintendent, Army Clothing Factory; Supply and Transport Officer on special duty in Kashmir; and Deputy Director, Royal Indian Marine .. .. | 500 | 500 |
| (*vi*) | Chief of the General Staff; General Commanding, Northern and Southern Armies; Adjutant-General in India; Quartermaster-General in India; Director, | | |

*The Director-General of Ordnance has full powers of local purchase under rule 5 in cases where the purchases are acquired to meet urgent field service requirements or to replace issue from mobilization reserves for the equipment of troops suddenly ordered on field service.

| | | For purchases made under Rule 3 (*a*). Rs. | For purchases made under Rule 5. Rs. |
|---|---|---|---|
| | Medical Services, Army Head quarters, India; Military Secretary to His Excellency the Commander-in-Chief; Military Accountant-General; Controllers of Military Accounts, Controller of Military Supply Accounts .. .. .. | 250 | 250 |
| (*vii*) | Officer Commanding a station; Superintendent, Army Remount Department; Superintendent, Ordnance Factory; Government Inspector of Army Boots Factory, Cawnpore; Assistant Directors of Ordnance Stores; Inspectors (Ordnance Department), the Assistant Inspector in charge of General Stores and the Proof and Experimental Officer, Balasore; Medical Store-keeper; Commandant, Indian Staff College; Assistant Director of Supplies; Assistant Director of Transport, and Assistant Director of Grass Farms .. .. .. | 200 | 200 |
| (*viii*) | Officer Commanding a unit (including a hospital); Senior Medical Officer, Indian Medical Service, of a station; Recruiting Officer | | |

| | For purchases made under Rule 3 (*a*). Rs. | For purchases made under Rule 5. Rs. |
|---|---|---|
| for Gurkhas at Gorakhpur; Officers (Ordnance or Departmental) in charge of depots; Assistant Inspectors(Ordnance Department) with the exception of the Assistant Inspector in charge of General Stores; Officer-in-charge of Supply Reserve Depots; Commissioned Officers Commanding Depot Transport Lines, Officer in charge of Supplies and Chief Chemical Examiner .. .. | 20 | 20 |
| (*e*) *Indian Munitions Board.* | | |
| (*i*) Metallurgical Inspector, Indian Munitions Board, Jamedpur .. .. .. .. | 500 | 500 |

NOTE 1.—The financial limits imposed under this rule in respect of purchases made under rules 3 (*a*) and 5 do not apply to the purchase of articles required on mobilisation or during the continuance of military operations.

NOTE 2.—These powers are subject to the rules of the budget system. No sanction may be given which will involve expenditure from the budget grant of any future year: the powers extending to each sanction, whether against Army, Military Works, or Marine funds.

In the case of the Ordnance, Medical Store and Remount Departments, the Divisional Brigades and Station Commanders are not competent financial authorities.

RULE 14.—*Power to sanction departures from the rules.*

The Government of India have power to sanction departures from the rules in cases in which such departure is absolutely unavoidable, [subject to report to the Secretary of State if the expenditure exceeds Rs. 10,000.]

[Suspended for the period of the war.

## LOCAL PURCHASE RULES.

### APPENDIX A.

List of officers referred to in rule 7 (*iii*), who are authorised to obtain direct from manufacturers or dealers in England, America, Japan, or other foreign countries such articles as they may require for experimental or research purposes.

Superintendent, X-ray Institute.

Chemical Examiners.

Superintendent of Vaccine Depots.

Principals of Medical Colleges.

Superintendents of Medical Schools.

Directors of Bacteriological, Pathological or Research Laboratories including officers in charge of Divisional and Brigade Laboratories.

Principals of Arts Colleges.

Principals of Technical and Industrial Institutes

Directors of Industries.

Directors of Fisheries.

Sanitary Commissioners.

Director, Madras Cinchona Department.

Principals of Training Colleges.

Principals of Veterinary Colleges.

Officer in charge of the Experimental Sewage Installation at Poona.

Surveyor-General of India.

Inspector-General of Forests.

Director-General of Observatories.

Director of Botanical Survey.

Agricultural Adviser to the Government of India and Director Agricultural Research Institute, Pusa.

Imperial Bacteriologist, Civil Veterinary Department.

Imperial Agricultural Chemist.

Imperial Mycologist.

Imperial Entomologist.

Directors of Agriculture.

President of the Imperial Forest Research Institute.

Principal of the Imperial Forest College.

Director, Geological Survey of India.

Railway Board.

Directors of Public Instruction.

Chief Malaria Medical Officer, Punjab.

Chief Conservator of Forests, Burma.

Director of the Zoological Survey of India.

Inspector of Science and European Schools, Central Provinces.

Metallurgical Inspector, Indian Munitions Board.

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## APPENDIX B.

List of Firms referred to in Rule 12. (Not printed.)

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No. 106/31 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 28th January 1920.

The SECRETARY, STORES PURCHASE COMMITTEE,
C/o POSTMASTER, GENERAL POST OFFICE,
Madras.

Dear Sir,—In continuation of my letter of the 16th November 1919 regarding the questionnaire issued by your Committee and the nomination by my Committee of two witnesses who should, if required, also give oral evidence, I am directed to forward herewith the written replies of my Committee to the questionnaire and to express their regret that it has not been possible to send the same by the date requested.

2. I am to add that Mr. H. L. Richardson of Messrs. Richardson and Cruddas, Bombay has been nominated by my Committee to give evidence, if required, on their behalf.—Yours faithfully,

R. E. GREGOR-PEARSE,
Secretary.

THE CHAMBER OF COMMERCE,
BOMBAY January 1920.

*Replies to the questionnaire issued by the Stores Purchase Committee.*

As it was not possible to answer all the questions in each Section the Chamber decided to embody in one statement their replies to each group of questions.

I. *Purchase*:

The Chamber advocate the formation of a Central Agency for purchases on account of all departments of the Government of India and Local Governments but they also advocate the formation of local agencies in the various provinces who should have as free a hand as possible and to whom the Central Agency would exist mainly as a reference and a check.

As the Chamber is decidedly of the opinion that it would be to the advantage of local and *quasi*-public bodies, Company owned railways and British Colonies and Protectorates which buy stores in India, to make their local purchases through the Central Stores Agency, they consider that the bodies in question should contribute towards the maintenance of the Agency.

With regard to the purchase of stores by Departments of the Government of India as opposed to that by Local Governments, the Chamber having recommended the adoption of a system of decentralisation, consider that departments of the Government of India should also obtain their requirements through local agencies wherever practicable.

The Chamber have no observations to offer regarding the introduction of simultaneous tendering in India and England, beyond expressing the opinion that the establishment of a Central Stores Department would render the introduction of such a system possible. In the same way they wish to point out, in connection with the existing system, the delays which now occur under the same.

II. *Inspection*:

The Chamber in this connection are in favour of the adoption of some system such as that set forth in Appendix 'A' whereby the inspection becomes the duty of a separate department and organisation

under the Central Agency. They consider, however, that officials of this department should have the necessary expert knowledge of all classes of articles that they may be called upon to handle.

III. *Home Indents*:

In the opinion of the Chamber it naturally follows from the creation of the Agency they have outlined above that the stores Rules of 1913 require considerable modification. They consider that, purchases of European and other foreign stores (whether in India or abroad at the time of purchase) should be made through established Indian Branches of British Manufacturing Firms under similar conditions to those adopted in the case of established merchant firms in India. The grant of this concession would, in their opinion, tend towards firms increasing their holdings of stocks in India and further would give encouragement to such firms to establish manufacture in India.

With regard to all Home Indents, the Chamber consider that the same should be carefully scrutinised by an efficient central department in India, before submission to the Director General of Stores.

IV. *Stocks*:

The opinion of the Chamber with regard to this question is that the formation of Central Stock Depots by Government in India is inadvisable as it is outside the scope of the new department which should be regarded purely as an agency and in no sense a trading concern.

V. *General*:

The majority of the questions asked under this Section can hardly be answered by the Chamber of Commerce and the Chamber have, therefore, confined their attention to two questions only, *viz.*, Nos. 23 and 27. With regard to the first, the Chamber consider that it would be both feasible and advantageous for the Central Agency to collect and disseminate to purchasing officers' prompt and reliable information regarding the prices, capacity and performances of contracting firms. In the same way, they consider also that the cost of the Central and local purchasing agencies should be met by a percentage charge on orders placed with them.

# APPENDIX Z-1.

## WEEKLY DAY OF REST TO COMMERCIAL EMPLOYEES.

No. 10791.

HOME DEPARTMENT,

SECRETARIAT, FORT,

BOMBAY, 19th November 1920.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

Sir,—I am directed to forward herewith a copy of a letter from the Government of India, Board of Industries and Munitions, No. L.-830, dated the 1st November 1920, and to request that you will be so good as to inform Government as early as possible to what extent a weekly rest day is given to commercial employees in Bombay. Your opinion on the desirability of legislation in this respect is invited.—I have, etc.,

G. WILES,

Deputy Secretary to the Government of Bombay.

No. L.-830.

GOVERNMENT OF INDIA,

BOARD OF INDUSTRIES & MUNITIONS,

SIMLA, the 1st November 1920.

The CHIEF SECRETARY TO THE GOVERNMENT OF BOMBAY and others.

Sir,—I am directed to refer to the agenda for the International Labour Conference which will assemble at Geneva on 4th April 1921, as finally prepared and embodied in the *communique* forwarded with the Government of India, Board of Industries and Munitions' letter No. L.-830, dated 20th October 1920. A copy is enclosed for reference.

2. In the Government of India, Board of Industries and Munitions' letter No. L.-830, dated 23rd August 1920, the first three items of the agenda have already been discussed. It is in connection with the new item, relating to a weekly rest day in industrial and commercial employment, that I am now to address you. The present Factories Act provides for a weekly rest day for nearly all industrial workers. Some modification in the existing provisions is at present contemplated, but this would not have the effect of relaxing the present rules in any way. It is unlikely that our legislative provisions in this respect will be adversely criticized. On the other hand, there is no statutory provision for a weekly rest day in commercial employment and the Government of India have reason to believe that the majority of commercial employees in this country, receive no such regular holiday. I am to request, therefore, that the Local Government will supply the Government of India with information as to how far a weekly rest day is given to commercial employees. They would also welcome any suggestions bearing on the practicability of legislation in this respect and the position to be taken up by the Government delegates at Geneva on this question.

*3. I am next to refer to the 5th item of the Agenda, namely,—

(*a*) The prohibition of the employment of any person under the age of 18 years as trimmer or stoker, and

(*b*) Compulsory medical examination of all children employed on board ship.

As regards the former of these two questions, I am to invite attention to the correspondence ending with Commerce and Industry Department's endorsement No. 4973-4976-7, dated the 5th July 1911. The Merchant Shipping Acts in India do not impose any limitations on the age at which lascars may be employed on board ship. But it will be seen that by executive instructions Shipping Masters in all maritime provinces have been directed to pay particular attention to the physique of young lascars seeking employment in the engine-room of steamers, and that they have been instructed that where such candidates appear to them to be physically unfit by reason of their youth, they should either refer the matter for the

* Paras 3 and 4 to Madras, Bombay, Bengal and Burma only.

decision of the Port Health Office or refuse employment as they may think fit. Originally, on the recommendation of the Board of Trade, it was decided that lascars under 18 years of age should not be employed in the engine-room of steamers. Subsequently, however, the Government of Bengal proposed that an exception should be made as regards coasting vessels, and that in respect of these vessels the minimum age for lascars in the engine-room should be fixed at 16 instead of 18 years. It was urged that the conditions in the coasting trade were not severe, that the voyages were short and that comparatively large crews were carried, and it was also pointed out that while the recruitment of firemen might be unduly restricted if too strict a limitation of age were enforced, there was no objection from the medical point of view to youths of 16 years of age being employed as trimmers in the engine-room of steamers provided that they were of good physique. I am to ask that the Government of India may be furnished with the views of the Local Government as to whether their representatives at the Geneva Conference should press for the continuance of this exception from the 18-year rule in respect of trimmers and firemen in the engine-rooms of coasting steamers.

4. As regards the compulsory medical examination of children employed on board ship, I am to say that though the Apprentices Act XIX of 1850, prescribes that children between the age of 10 and 18 may be bound as apprentices, and though provision is made in this Act for sea service, it is believed that the Act is practically a dead letter, at any rate in regard to sea service, and the Government of India are not aware that lascar children are employed to any extent either in foreign-going or in coasting vessels. It is understood, however, that young boys are occasionally employed as deck hands in coasting steamers on nominal wages. These boys are usually the sons or relatives of serangs, tindals and leading hands and are looked after by them. The question of the employment of children in steamers was discussed at the Genoa Conference in June last and the Conference has suggested that children under 14 years of age should not be employed or work in vessels other than vessels upon which only members of the same family are employed. The Local Government will be consulted in due course on this recommendation of the Genoa Conference. In the meantime I am to ask whether arrangements could

be made for the medical inspection of such children as are employed in foreign-going or coasting ships in India, and if so, whether there would be any objection to prescribing that such medical examination should be made.

5. I am to request that the Local Government will favour the Government of India with their views not later than the end of November 1920. The Government of India do not desire, however, that the answer to the previous letter should be delayed until the Local Government are in a position to reply on the fresh points now raised.—I have, etc.,

J. C. B. DRAKE,

Secretary, Board of Industries and Munitions.

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No. 2673/226 of 1920.

CHAMBER OF COMMERCE,

BOMBAY, 3rd December 1920.

The DEPUTY SECRETARY TO THE GOVERNMENT OF BOMBAY,

HOME DEPARTMENT,

SECRETARIAT, FORT.

Sir,—I am directed to acknowledge receipt of your letter, No. 10791, dated the 19th November 1920, and its accompaniment, upon the subject of the extent to which a weekly rest day is given to commercial employees in Bombay.

2. In reply I am to state that it is the practice of European Commercial firms to close their offices early on Saturday afternoon and also on Sundays. While, no doubt, there are occasions when clerks are required to attend at their offices for urgent and special work on Sunday such contingencies are, in the opinion of my Committee, exceptional ones and they do not consider that legislation in any form is required in that respect.—I have, etc.,

C. B. SAYER,

Acting Secretary.

# APPENDIX Z--2.

## HOLIDAYS IN GOVERNMENT OFFICES.

No. 8700 of 1919.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 30th December 1919.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—I am directed to state that Government have had under consideration the question of the number of holidays which their servants enjoy throughout the year. I am to observe that while the sectional holidays are enjoyed only by certain classes of the community and are not given as a matter of course, all Government servants are considered as entitled to the holidays under the Negotiable Instruments Act. The total number of days thus enjoyed is 28 in the year, and in the opinion of the Governor in Council, the interruption of work at intervals on so many occasions is undersirable. It is perhaps possible that a sensible reduction might be effected in the number of such general holidays by transfer to sectional holidays. I am to request that Government may be favoured with the opinion of your Chamber on the point. A very early reply will be much appreciated.—I have, etc.,

SHAMRAO D. MANKAR,
For Under Secretary to Government.

No. 44-32 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 15th January 1920.

The UNDER SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. 8700 of 1919, dated 30th ultimo, regarding the number of holidays under the Negotiable Instruments Act to which Government servants are entitled and in reply to state that the intentions of Government in regard to the question are not, in the opinion of my Committee very clear.

2. My Committee would, therefore, be glad if Government would outline their proposal a little more definitely when they will be glad to express their opinion thereon.—I am, etc.,

R. E. GREGOR-PEARSE,
Secretary.

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No. H-I of 1920.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 22nd January 1920.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Sir,—With reference to your letter No. 44-32, dated 15th January 1920, I am directed to state that on Bank holidays, *i.e.*, holidays declared under the Negotiable Instruments Act, Government Offices are closed subject to provision for urgent work, while on sectional holidays such offices are kept open in view of the fact that the holidays are enjoyed only by certain classes of the community. Such sectional holidays are therefore enjoyed only by those clerks who belong to the community affected and that only if they can be spared. The number of Bank holidays fixed by Government is 28, and the Governor-in-Council is inclined to the view that the interruption of work in Government offices on so many occasions is undesirable. In order to remove the inconvenience caused by the total cessation of work on so many days, it is considered that a sensible reduction might be effected in the number of Bank holidays by transferring some of them to the list of sectional holidays. Government, of course, could limit the number of Bank holidays to be enjoyed by their servants, but they are unwilling that their own servants should be less well off than their brethren in mercantile houses in respect of general holidays. Before coming to a final decision Government desire to test the feeling of the commercial community in the matter, as it is possible that business offices also feel that the number of Bank holidays is excessive. I am therefore to request that Government may be favoured, at a very early date, with the opinion of your Chamber on the question. I append two lists, one of Bank holidays and another of sectional holidays.—I have, etc.,

H. KNIGHT,
Under Secretary to Government.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 24th November 1919.

No. 8012.—Under section 25 of Act XXVI of 1881, entitled the Negotiable Instruments Act, His Excellency the Governor in Council is pleased to declare the following days to be Public Holidays during the year 1920, in addition to the New Year's Day (1st January), Good Friday (2nd April) and Christmas Day (25th December), which are already specified as holidays under the above section :—

| | | |
|---|---|---|
| Maha Shivratri | ..18th February .. | ..Wednesday. |
| Holi (2nd day) | ..5th March .. | ..Friday. |
| Easter .. | ..3rd & 5th April ... | ..Saturday and Monday. |
| Zarthost-no-Diso | ..17th June .. | ..Thursday. |
| Ramzan-Id .. | ..18th June .. | ..Friday. |
| Bakri-Id .. | ..25th August .. | ..Wednesday. |
| Gokul Ashtami | ..6th September .. | ..Monday. |
| Parsi New Year | ..9th and 10th September. | Thursday and Friday. |
| Khordad Sal .. | ..15th September | ..Wednesday. |
| Ganesh Chaturthi and Samvatsari (Jain)... | 16th September | ..Thursday. |
| Muharam .. | ..23rd September | ..Thursday. |
| Dassera .. | ..22nd October .. | ..Friday. |
| Divali .. .. | ..9th, 10th and 11th November. | Tuesday, Wednesday and Thursday. |
| Bara Wafat .. | ..24th November | ..Wednesday. |
| Day before Christmas Day .. | ..24th December .. | ..Friday. |
| New Year's Eve | ..31st December .. | ..Friday. |

NOTES.—(1) The day which may be fixed hereafter for the celebration of the Birthday of His Majesty the King-Emperor will be notified separately in due course.

(2) No days are notified as holidays on account of Jamshedi Naoroz (21st March), Ramnavami (28th March), Cocoanut Day (29th August) and the Day following the Christmas Day (26th December) as these festivals fall on days which are declared to be holidays under the section referred to above.

2. This notification does not apply to Sind.

By order of His Excellency the Honourable the Governor-in-Council,

P. J. MEAD,
Chief Secretary to Government.

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FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 7th January 1920.

No. *H.O.*—The following are the Hindu, Parsi, Mahomedan, Jewish, Jain and Christian holidays recognised by Government for the year 1920 in addition to those under the Negotiable Instruments Act 1881 :—

*Hindu.*

| | | |
|---|---|---|
| Makar Sankrant | ..14th January .. | ..Wednesday. |

*Parsi (Shehenshahi).*

| | | |
|---|---|---|
| A'van Jashan | ..17th April .. | ..Saturday. |
| Gatha Gambhars | ..7th and 8th September | .Tuesday and Wednesday. |

*Parsi (Kadmi).*

| | | |
|---|---|---|
| A'van Jashan | ..18th March .. | ..Thursday. |
| A'dar Jashan | ..16th April .. | ..Friday. |
| Zarthosht-no-Diso | ..18th May .. | ..Tuesday. |
| Gatha Gambhar | .. 9th August .. | ..Monday. |
| New Year .. | ..10th and 11th August | ..Tuesday and Wednesday. |
| Khordad Sal .. | ..16th August .. | ..Monday. |

*Mahomedan (Sunni).*

| | | |
|---|---|---|
| Shab-e-Barat .. | ..5th May .. .. | ..Wednesday. |
| Ramzan Id .. | ..19th June .. | ..Saturday. |
| Muharram .. | ..22nd September | ..Wednesday. |

*Mahomedan (Shiah).*

| | | |
|---|---|---|
| Shahadat-i-Hazrat Ali. | 9th June .. | ..Wednesday. |
| Ramzan Id .. | ..19th June .. | ..Saturday. |
| Muharram .. | ..22nd September | ..Wednesday. |
| Shahdat-i-Imam Hasan | 9th November .. | ..Tuesday. |
| Id-e-Mavlud .. | ..29th November | ..Monday. |

*Jewish.*

| | | |
|---|---|---|
| Pesach .. | ..9th April.. .. | ..Friday. |
| Roash Hoshana | ..13th and 14th September. | Monday and Tuesday. |
| Kippur .. | ..21st and 22nd September. | Tuesday and Wednesday. |
| Sukkoth .. | ..27th September and 5th October. | Monday and Tuesday |

*Jain.*

| | | |
|---|---|---|
| * Shravan Vad 14 | ..11th September | ..Saturday. |
| * Bhadarva Sud 1 & 2. | 13th & 14th September. | ..Monday and Tuesday. |
| * Pajushan (Bhadarva Sud 5). | 17th September. | ..Friday. |
| Kartik Sud 15 | ..26th November | ..Friday. |

*Christian.*

| | | |
|---|---|---|
| Day following New Year's Day. | 2nd January .. | ..Friday. |
| Christmas .. | ..27th to 30th December. | Monday to Thursday. |

* The heads of offices have discretion to permit any person serving under them to substitute for one of these authorized sectional holidays any other holiday observed by the community to which such employe belongs.

NOTE—No. days are notified as holidays on account of Parsi (Shehenshahi), A'dar Jashan, 16th May ; Parsi (Kadmi) First Day of Gatha-Gambhar, 8th August ; Mahomedan (Sunni) Mahim Fair, 25th December ; Jewish, Pesach, 3rd April, Shabuoth, 23rd May, Tishabeab, 25th July ; Jain, Chitra Sud 15, 3rd April, Shravan Vad 13, 10th September. Shravan Vad 30, 12th September, Bhadrava Sud 3-4, 15th and 16th September, as these festivals fall on days which are declared to be holidays under the Negotiable Instruments Act.

2. This notification does not apply to Sind.

By order of His Excellency the Honourable the Governor-in-Council,

P. J. MEAD,

Chief Secretary to Government.

No. 175/32 of 1920.

CHAMBER OF COMMERCE,
BOMBAY, 13th February 1920.

The UNDER SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

Sir,—I am directed to acknowledge receipt of your letter No. H. I of 1920, dated 22nd January 1920, and its accompaniments, regarding the proposed reduction on the number of holidays at present enjoyed by Government servants under the Negotiable Instruments Act.

2. In reply I am to state that my Committee have, after careful consideration, decided that they are not in favour of reducing the number of holidays at present declared under the Act in question.—I have, etc.,

R. E. GREGOR-PEARSE,
Secretary.

# REPORT FOR THE YEAR 1920.

VOLUME II.

Documents and Statistics.

# THE BUDGET.

*Extract from the Proceedings of a Meeting of the Indian Legislative Assembly, held at Delhi on Tuesday, 1st March 1921.*

## SPEECH OF THE FINANCE MEMBERS INTRODUCING THE BUDGET FOR 1921-22.

MR. PRESIDENT,

I have before me to-day a task which is by no means an easy one; it is a task indeed which I fancy that few members of this House can envy me. That the prevailing commercial depression, and the turn of the balance of trade against India has had, and must continue to have, a sinister influence on the finances of the State, is patent to every one: and the press has been full of dark prophecies in a heavy deficit and increased taxation. I stand before a House which must already be under the influence of gloomy anticipations of what I may have to tell it; what is more, I stand before the House in a different attitude, almost a different capacity, from that of any of my predecessors. They have had their lean years and their fat years; at times they have come before the public, smiling and comfortable men, with their tale of swelling revenues and an assured surplus; at times they have had to confess ruefully to coffers depleted by disasters due, as the law would say, either to the hand of God or the malice of the King's enemies, the effects of which my prosaic department expresses in deficits and fresh taxation. But their circumstances were different. They addressed an audience which had the power of criticism, and nothing more. Their budget proposals were laid before the Council for information and discussion; they did not require the specific approval of Council, and the most unqualified expression of disapproval did not necessarily entail their modification. Very different is my case to-day. Every one will, I think, agree that it is the section of the Government of India Act in relation to the budget which constitutes, as far as this Assembly is concerned, the substance of the advance in the transfer of power to the representatives of the people. Save for the items of expenditure mentioned in Section 67A (3) of the Act, all proposals

Effect of constitutional changes.

for expenditure are subject to the vote of the House; and this is qualified only by the power of the Governor-General in Council to restore any provision if he can certify that such provision is essential to the discharge of his responsibilities. But the change goes far beyond this. What I have just said relates to the power of the House to give or withhold its assent to proposed expenditure when this can be met from the estimated revenues of the year. If those revenues are insufficient, and it becomes necessary to supplement them by finding additional sources of revenue in new taxation, then the power of the Indian legislature with its non-official majority in both Houses, assumes an even more decisive character. These are the new circumstances to which I have referred; and it is to an Assembly so constituted that a Finance Member has for the first time to justify his stewardship. I might fairly be excused if I envied my predecessors their more spacious days. But I have no such feeling. This House may, no doubt will, criticize the wisdom of measures that have been undertaken by us in the past, when the sole responsibility was ours. But for the future they will have to share that responsibility. If we incur expenditure, it will be under their mandate. If we impose taxation, it will be by their vote. If the burden pressing on any class of the community has to be lightened if large concessions have to be given any class of Government employés if large schemes of development on any project of social or moral improvement have to be financed, the House will have to share with us the responsibility to the general tax payer. Through its Public Accounts Committee the Assembly will have a powerful weapon for criticising the manner in which grants voted by it have been disposed of or for exploring the possibility of economy in standing expenditure. Speaking here to-day I frankly, and with no feeling of regret at the curtailment of our former powers, welcome the measure which has given us so powerful a partner in the trusteeship for the finances of India.

Enhanced powers of Assembly as compared with the former Councils.

With equal sincerity, I would add that from what we, on our side, have already seen of the temper and attitude of this House, I am confident that it will endeavour to rise to the height of the responsibilities now devolving on it. But let me add one word of caution. The world will be watching to see how we satisfy this, perhaps the most critical, test of the capacity of a representative assembly. We

shall be judged mainly by the measures we take in regard to the larger questions of finance, the amortisation of our public debt, the handling of our currency note issue, the conscious avoidance of the resort to floating debt to tide over temporary shortage of revenues. In the larger finance there are no short cuts or cheap expedients; an inexorable law forbids us to attempt to secure immediate solvency by overpledging the future. Again, as regards economy in expenditure, let us strive for it by every means in our power. But it is not economical to attempt sudden or insufficiently explored changes in administration; nor is it economical to curtail the essential measures of national defence. I utter these warnings not because I desire to anticipate criticism, or to prejudge the issues that will arise in regard to this budget. I put them forward as canons of good finance; because we must observe them if we are to prove to the world that this representative Assembly is determined to regulate India's finances on sound and healthy lines. And that, I take it, is the common purpose that actuates us all. Let us succeed in that purpose, and neither India nor the world will have reason to doubt of the success of the great constitutional experiment which we, officials and non-officials alike, are pledged to bring to fruition.

Increase of responsibility as well as powers.

2. The House will no doubt desire to have information of the programme we intend to observe. The statements, summarizing our revised estimates of the current year and the Budget estimates of next year, will be laid on the table this morning. We want the House to have the fullest information regarding the component items of the various demands for grants that will be subject to its vote. The estimates of the expenditure under each head have accordingly been prepared by my department in very much greater detail than usual, but their preparation and printing has involved a considerable amount of labour, and we shall not be able to place them in the members' hands until the day after to-morrow. As the House has already heard, the Governor General has fixed six days, *viz.*, the 9th, 10th, 11th, 14th, 15th and 16th instant, for the discussion and voting of the various grants. Meanwhile, on the 7th and 8th there will be a general discussion on the budget as a whole, which will give honourable members an opportunity of expressing their opinion more on the general principles involved in the budget proposals than on the details of expenditure contained in the various demands for grants.

Programme of budget discussion.

Subsequent discussion on matters connected with the budget will depend to a large extent upon the discussion involved by certain legislation which I shall ask you, Sir, to allow me to introduce this morning.

## THE YEAR 1920-21.

### General Characteristics.

3. I have spoken of the great constitutional changes which have taken place since the Government of India's budget proposals were last laid before the legislature. Equally far-reaching though, as I believe, vastly less permanent, are the changes which the same period has witnessed in the general trade and financial conditions of the country. Consider the conditions which existed when I presented my Financial Statement a year ago; I was then able to record a year of considerable prosperity. We had certain anxieties as regards our financial future, due to the heavy load of floating debt which we were carrying, the inflation of our currency which imperatively demanded remedial treatment, and the liabilities ahead of us in the shape of large quantities of war bonds due for early maturity; but the outlook was generally bright. The Armistice of November 1918 had been followed by a general trade boom in most countries of the world. Though there were signs that this boom rested on no sure foundation, and that the chaotic condition into which most of the belligerent countries had allowed their finances to fall would sooner or later react upon their economic and industrial position, nevertheless the foreign demand for India's produce was still strong, and as the result of a huge balance of trade in India's favour exchange had risen to heights previously undreamt of. The 1919 monsoon had been an excellent one, the public revenues had grown considerably during the year, and the only event which had seriously disturbed the anticipations of Lord Meston's budget was the Afghan War in the summer of 1919, which had converted an expected small surplus into a deficit of some 23 crores. There seemed, in fact, to be only two clouds on India's financial horizon. There was first the legacy of war finance, to which I have just referred, which pointed to the need for severe economy until our finances had been rehabilitated, and secondly, the continuance of high internal prices, which not only pressed severely on the mass of India's population but threatened to involve the tax-payer in considerable expense for wholesale revisions of the pay of all our

Changed trade conditions.

The trade boom of 1919.

public servants. But with a maintenance of the prosperity of the previous year, and a continued growth in the public revenues, we felt that we could face the future without fear or misgiving. And I think that the public generally joined with us in our somewhat roseate vision.

4. That vision has alas faded, and has given place to a somewhat grim reality. The trade boom passed away with an uncanny rapidity and it has left behind it a trough of depression, of which it is possible we have not yet seen the worst. On the one hand, the great purchasing power which India had accumulated after the war, and which was itself enhanced by the high exchange value of the rupee which obtained last cold weather, has been used to import very large quantities of manufactured goods of which during the war her markets were starved. So persistent has been the rush of imports that not only have our customs receipts broken all records, but the Indian markets are now seriously overstocked and dealers have found themselves face to face with a very difficult financial position. On the other hand, the last 8 or 9 months have shown that the recovery of the greater part of the Continent from the economic collapse resulting from the war is likely to be much more protracted than anyone had anticipated; the power of India's customers to purchase her produce has been severely restricted, and the export trade is suffering an almost unparalleled depression. To use the words of the British Prime Minister, the countries of Europe have been like a starving man in rags looking longingly through a shop window at commodities which he badly needs but for which he has not the money to pay. The consequence of the inability of our customers to purchase our raw produce has been not only a general contraction for the time being in the demand for India's products, but the piling up of stocks of many of her raw commodities, such as hides and tea. Simultaneously, it has been necessary in the interests of the Indian comsumer to continue many restrictions on the export from India of food grains, and there has also been a marked falling off in Japan's consumption of raw cotton. All these factors have contributed to a violent swing of the pendulum and the large balance of trade in India's favour existing up to a year ago has now been converted into an adverse balance. The Providence which controls our rainfall has chosen this inopportune moment to add to our difficulties; and the monsoon of 1920 has been on the whole a

Followed by present trade depression.

Its causes.

Poor monsoon of 1920

disappointment. It started well, but ended badly. The average rainfall of the monsoon period over the plains of India as a whole was 12 per cent. below normal, and as a consequence of its very early withdrawal from the wheat-growing provinces the sowings of the rabi crop were much restricted. The effects of all these untoward events are necessarily writ large upon the public finances. But before I touch the figures of the revenue and expenditure of the year, the House would probably like me to deal with certain aspects of the present trade position, *in* their relation to and reaction on those problems of exchange and currency which have in the past few years occupied so much of the public attention.

### Exchange and Currency.

5. I have spoken of the great swing of the pendulum of India's trade. The close of the preceding financial year had shown a trade balance of 95 crores in favour of India, taking into account movements of gold and silver. The persistent growth in imports, which increased from 21 crores in April to no less than 32 crores in December, coupled with a decline in exports in those months from 28 crores to 20 crores resulted in the balance of 95 crores in our favour being replaced by September by an insignificant balance of less than 2 crores, since when it has been continuously against us.

The adverse balance of trade.

The adverse balance of trade so created has had a very powerful effect upon the rupee-sterling exchange. Twelve months ago to-day the market rate was 2*s.* 7*d.*, to-day it is in the neighbourhood of 1*s.* 4*d.* I know that there are some people who, by shutting their eyes to the conditions obtaining abroad, and forgetting that India with her large foreign trade cannot possibly remain unaffected thereby, have convinced themselves that the present overstocking of the import markets and the existing depression in the export trade, is in some undefined way attributable to the exchange policy followed by Government. There are some people with whom it is impossible to reason. But I would ask any one here who may honestly believe that the present (as I believe quite temporary) condition of India's trade has been due mainly to Government's sins of commission or omission, to bear in mind a few considerations. I do not propose to detain the House by attempting any dissertation on the precise relations between internal prices, the inflation of the currency, and the external exchange although the general connection between the three is admitted by

Exchange merely the reflection of trade conditions.

every person who thinks about these problems. It will be sufficient for me to quote from the remarks made by Lord Cullen, Governor of the Bank of England, at the Brussels Conference, during the course of the debate on currency and exchange. "I would like to confine myself," said Lord Cullen, "to drawing attention to the very elementary fact that the exchange of any country is merely a reflection or symptom of that country's conditions * * * We must continue to pay our way both externally and internally and then, unless there are special conditions which impair our neighbours' confidence in us, exchange will right itself." To attribute the present trade conditions in India to a policy which was enunciated twelve months ago and has obviously not yet been made effective in practice, is such a curious inversion of actual facts, and I should have hesitated to mention it at all were it not that it has received wide expression in some quarters in this country.

Complaints that Government have misled the public.

6. There is, however, a certain feeling at the back of many people's minds for which I must confess I have some sympathy. It is a feeling of acute disappointment, tinged by some resentment against Government, not because they have succeeded in carrying out that policy, but because they have failed to do so. I put their case as follows:—"Government told us last year that they were going to adopt the advice of the Indian Exchange and Currency Committee, and had determined to link the rupee to gold at the ratio of Re. 1 = $\frac{1}{15}$th of the gold contained in a sovereign. We were told that this was the correct remedy, both for the currency troubles from which the country had been suffering, inasmuch as it would provide a very substantial guarantee of the convertibility of our note issue, and also that it would in course of time provide a cure for certain economic troubles, more especially the enormous rise in internal prices. Incidentally, it was mentioned to us that India's home charges could thereby be met by a smaller expenditure of rupees. This was the picture that you drew for us, and many of us made our business arrangements on the strength of that assurance. We entered into contracts for imports which, now that the goods arrive in the country, we cannot, owing to the slump in exchange, fulfil except at a very heavy loss. The only visible results of the new policy that we can see are, firstly that it has failed, with the result that dealers in imported goods are in very serious financial difficulties; secondly, that the export trade is

anguishing; and, thirdly, that the finances of the country have suffered serious losses in the wasteful efforts to make your policy good."

No assurance by Government of stability.

7. Well, that is the charge against us; and it should not remain unanswered. I have no wish nor indeed am I able to be otherwise than perfectly frank on this subject. It would be futile for me to pretend that our own expectations have not been falsified. It would be equally futile to pretend that the attempt to make those expectations good has not seriously diminished India's sterling resources, has not caused other losses which will have eventually to be made good, and has not to some extent contributed to the excess of imports. But let me recapitulate briefly the course of events during the past two years. Throughout 1918 the enormous balance of trade in India's favour had by stages forced up the exchange value of the rupee, until in January 1919 the situation was as follows:—The successive rises in exchange, and the very great uncertainty as to the future, had led to an insistent demand from the business public, both Indian and European, for the formulation and announcement of a clear policy. As the House knows, a strong Committee was appointed by the Secretary of State, which sat from May to December 1919. The Secretary of State and the Government of India decided to adopt the main recommendations of that Committee, and an announcement to that effect was made early in February last year. Looking back, it is easy enough to realise that the circumstances in which the new policy was launched were exceptional; currency conditions throughout the world were on a highly abnormal state, and even neutral countries, which had escaped much of the worst consequences of the war and had, indeed, increased their prosperity, had found it difficult to maintain their exchanges at par with the only country, the United States, where a free market in gold had been declared. In India we had to contend against a combination of particularly adverse forces. Just as the new policy was introduced, the London-New York exchange markedly weakened with the result that the rise in the rupee exchange, required to give full practical effect to the Currency Committee's recommendations, was far steeper than any one could have anticipated. One must admit further that the conditions under which Reverse Councils were at first sold gave a powerful stimulus to the demand for remittance of funds from India to England, and aggravated the deficiency in the supply of exchange

The Currency Committee.

available to meet the demand. This deficiency, indeed, and the consequent great disparity between the market rate and the 2*s.* gold rate, became so great that it would have been necessary for us to have sold Reverse Councils to an almost unlimited extent if the theoretical gold parity of the rupee could be made effective in practice. We have frequently been asked to explain how far the persistence in the selling of Reverse Councils on the system first adopted was due to our deliberate choice or how far the responsibility lay with the Home authorities. Particular emphasis has been laid on the failure to adopt the system of sale by competitive tender. I regret that it is not within the power of Government to answer these enquiries. It is sufficient to say that the situation itself compelled a change of system at the end of June, when it was decided to sell at a rate based, not on 2*s.* gold, but on 2*s.* sterling. We ourselves had hoped, and I think I can justly say that our expectations were shared by the majority of the commercial community, that the abnormal conditions, prevailing in most of the countries which are usually our customers, would before long improve. But as time went on, it became impossible to resist the conclusion that it would be unsafe to count on a return in the near future of the usual balance of trade in favour of India; and the gradual reduction which the prolonged sales of Reverse Councils had effected in the sterling resources available for the support of exchange made it incumbent on us to withdraw from the market. Since September last there has been no attempt on the part of Government to regulate the course of exchange, and with the withdrawal of the support afforded by the sale of Reverse Councils, the market rate has sagged from a level of about 1*s.* 10*d.* at the end of September to the present level of about 1*s.* 4*d.* It has fluctuated from day to day according to the supply of and demand for exchange, and, at a time of general slackness in foreign trade, it has naturally been particularly sensitive to the export and import of gold and silver bullion. That is the plain unvarnished tale: and if our efforts to maintain the Currency Committee's rate have so far failed, I maintain firstly that they were based on expectations regarding the course of trade which were at the time not unreasonable in themselves and were largely shared by commercial opinion in this country; and secondly that the causes which rendered it necessary to abandon those efforts were causes entirely beyond our own control. But I would ask the House to remember that I definitely told the Legislative Council last year

Attempt to maintain exchange by sale of Reverse Councils.

that it was impossible to say what variations might take place in the rupee sterling exchange throughout the year. Ordinary commercial prudence should have led merchants to cover their exchange. Common commercial morality should at all events prevent those who desire to dishonour their contracts from pleading so unsubstantial an excuse as the failure of Government to make its policy good. I can imagine no severer blow to the international credit of India than that there should be a general movement on the part of some sections of her merchants to announce a policy of general repudiation.

What is Government's policy for the future ?

8. I can imagine, however, honourable members feeling somewhat impatient at what they may regard as merely an apology for the obvious fact that Government is not infallible. What they probably desire to know is, what practical steps does Government propose to take to ameliorate the present trade position ? Have we any plan which will restore exchange to the 2*s.* level ? If not, what alternative policy have we in view ? Do we propose to have the matter re-examined *de novo* by some fresh Committee or Commission ? Have we, in short, any policy at all ? I desire to say quite frankly to the House that in our opinion there is no practical step which Government can take at present which would put an end to the trade depression and to the general feeling of uncertainty now existing. If honourable members have followed what I have already said regarding the present inability of our customers to purchase our produce, and the highly abnormal condition of the world's trade and exchanges, they will realise that the factors which are responsible for the present position are such that no Government, whatever its resources, could possibly control, and that the problems which they present are of the kind for which no Committee, however expert, could be likely to propound an immediate or radical solution.

Impossibility of finding a radical cure at present.

Within these limitations, we are, I need hardly say, anxious to initiate or join in any practical measures that can be devised to remedy the present ills from which India's foreign trade is suffering. For example, we have expressed our readiness to join in any practicable scheme that can be evolved for enabling those countries, whose financial position is at present embarrassed, to obtain sufficient credit to allow them to purchase the raw produce of which they are in need, and which India is eager to sell to them, provided that payment can somehow be arranged for. More than one scheme for the establish-

ment of a system of international credits has been suggested in Europe. One of these, regarding which there has been a good deal of discussion, is that put forward at the Brussels Conference and associated with the name of Mynheer Van Ter Muelen, whose scheme, as amplified by suggestions made by Sir Marshall Reid, was recently referred by us to the Indian Chambers of Commerce. The latter have heartily welcomed any such scheme and we have expressed to the Secretary of State our readiness to participate in any practicable system of international guarantee. Whether that or any similar scheme can be put into actual effect depends upon the question whether certain practical difficulties which are, I think, well known to those members who represent commercial interests, can be overcome. Should the efforts to do so be successful, then I anticipate that the scheme will be of some appreciable assistance to the export trade. But, save for measures such as this which, I fear, cannot at the best be regarded as more than palliatives, I am afraid that we can only wait upon events, and upon the efforts which are being made to put on their legs again those countries which in the past have been, and we hope also in the not distant future will again be, our principal customers.

Possible palliative in shape of scheme for international credits.

9. Nevertheless, I do not wish to conclude my remarks on the trade and exchange outlook on a note of pessimism. As regards imports, I think the position will before long cure itself. I understand that few new orders have been sent from India for some time, and it can therefore be only a question of time for the present stocks in India to be absorbed. I shall, indeed, be very surprised if the coming financial year does not show a very large decline in the aggregate amount of imports, and this in itself will of course help very largely to rectify the balance of trade, and thus in time to strengthen exchange. If we are blessed with a reasonably good monsoon next summer, there ought to be a sufficient surplus of foodstuffs in this country to allow of their export, and, as for other articles of export, it cannot be long before the stocks in America and elsewhere are sufficiently cleared to enable some at least of our customers to resume their purchases. What, however, is at the bottom of my refusal to be pessimistic as to the future is the fact that the present condition of India's trade is due almost entirely to factors external to India herself. Unlike many of the European countries, there is so far

No cause for pessimism.

India's own position inherently sound.

nothing inherently wrong in India's own financial, industrial or commercial position. There are, it is true, certain aspects of our finances in which, in common with all other countries, we still feel the effects and after-effects of war; but we are not in the unhappy state of many other countries, where the financial situation is such as to be only remediable at the cost of efforts and sacrifices which may extend over several generations. If this Assembly will join with Government in adopting all practicable measures to ensure a speedy restoration of the country to its normal financial health, then I think we shall be able to face the future in the confidence that India will be in a far better position than most other countries to extract the maximum advantage from that revival of world trade on normal lines which the present troubles in Europe are hindering but cannot indefinitely postpone.

10. It would, moreover, be wrong of me to leave the House under the impression that India's general currency and exchange position has in no single direction shown improvement since the war. It is true that, owing to the public revenues having been for several years continuously insufficient to meet the expenditure falling on them, the State has been obliged to finance itself to a considerable extent by the issue of currency notes against its own notes of hand—when I come to speak of our ways and means difficulties I shall tell the House the extent to which we have been obliged to resort to this expedient in the current year. I fully admit that our currency can never be regarded as on a satisfactory basis so long as the fiduciary portion of the note issue is to so large an extent backed by our own Treasury Bills created *ad hoc*. But that is only one side of the currency position. To measure the real improvement or relapse, I would ask honourable members to turn their minds back to the position which existed in 1918, and to some extent in the following year. Most members will have read, if they did not hear, the graphic account given by Lord Meston of the currency crisis of 1918 and the steps which were taken to save the country from the dangers of our note issue becoming inconvertible. At one time in that year the rupees in the Currency Reserve available for encashment of notes amounted to little more than four crores against a total note circulation of 115 crores. Throughout 1919 the position slowly improved, owing to the fact that the output of the mints was at last able to overtake the issues. The absorption of rupees was, however, still large, and the

Improvement in currency position.

position this time last year was that we were still unable to contemplate any return to the free and unrestricted issue of rupees or encashment of notes at district treasuries throughout the country. But in the current year there has been a very substantial return of rupees from circulation amounting up to the middle of February to about 24 crores. As soon as we saw, in June last, that the position of the note issue was sufficiently secure, we hastened to remove all the then existing restrictions both on the encashment of notes and on the internal movement of coin by rail. We have also been able to effect a contraction in the circulation of notes, the total circulation standing at present at 164 crores against 185 crores the maximum reached at the end of January 1920. The result is that the percentage borne by the metallic portion of the Currency Reserve to the total circulation is now no less than 53 as against 46 this time last year, and 35 on March 1st, 1919. In consequence, we no longer hear of currency notes going to a substantial discount, as compared with coin, as was the case a year or so ago throughout the country. Further we took the earliest opportunity of removing the restrictions on the import of gold into India and on the export of silver. The fact that we have been able to remove the restrictions on the movements of the precious metals, which war necessities had forced upon us and which still remain in most European countries added to the great strengthening of the metallic portion of the currency reserve, is surely a matter for some satisfaction, for they are a necessary preliminary to any return to a sound currency system.

11. There may be some people who do not share this feeling of satisfaction at the large return of rupees from circulation and who would contend that our currency barque has only escaped the rocks of inconvertibility to be submerged in the whirlpool of redundancy. I would certainly go so far with those critics as to agree that the large return of rupees from circulation is a reflection of the slackness in internal trade, but I would join issue with them as to its significance. I suggest that the reaction is in every way a healthy one. Personally, I regard the ebb tide, which is flowing so strongly in most of the countries of the world, and from the influence of which India cannot expect to escape, as nothing more than the result of the natural forces which must always mark the transition from a higher level of prices to a lower. Already we see signs, not as yet, perhaps, very

Necessary prelude to revival of trade.

striking or dramatic, but unmistakable in their tendency, of the long awaited break in prices, and I think we have some justification for feeling that we have at last reached and passed the summit. In spite of the poor monsoon, the price of food grains has on the whole appreciably decreased during the year; in the case of rice the decrease has been over 25 per cent. while the very marked decline in the prices of commodities like hides, jute, tea and cotton, hardly though it has pressed on merchants and holders of stocks must surely if one takes a long view, be regarded as the indispensable prelude to a revival of trade on a new and lower level of general prices.

### Revenue and Expenditure in the current year.

12. If I have dealt at some length with the exchange and currency aspects of this abnormal year, it is not only because of their importance to the general well-being and prosperity of the country, but also because of their inevitable reaction upon our own revenues and expenditure. It was necessary, therefore, to clear the way before I could give the House an account of the public finances of the year and of our budget proposals for the coming year. I need to make two further remarks by way of preface. As the result of the Reform procedure, the Government of India's revenue and expenditure will from the end of the present month be entirely separate from those of the provinces. Although therefore in the current year the former division of revenue and expenditure between the provinces and the Government of India has remained nevertheless my general remarks this morning, and the budget proposals which I shall lay before the House, refer solely to what will henceforth be called the Central Revenues. The only effect which the finances of the provinces have upon our own is the extent to which the net drawings on, or additions to the provincial balances affect the ways and means position of the Central Government, who are the common bankers.

Complete separation of central and provincial revenues.

Secondly, I must explain that the budget for the current year as presented to the Legislative Council last March was framed on the old basis of Rs. 15=£ 1, which was of course out of all relation to the then existing conditions, with the consequence that the figures on both sides of the account were in many cases swollen to such an extent as to lose much of their reality, and I was obliged therefore in my

Accounts kept on a 2s. basis.

budget speech last year to put in a good deal of somewhat technical explanation. I shall fortunately not have to trouble the House with any appreciable repetition of this, because with effect from April 1st last our accounts have been kept on a 2*s.* basis, and this has resulted in the disappearance of most of the artificialities in question. It is true that exchange stands now at considerably less than 2*s.*, but the average rate for the year is expected to work out to about 1*s.* 9*d.* and the difference between these two rates is very much less than the similar difference with which we had to deal last year. The House will understand therefore that when I speak of the current year's budget, and estimate the extent to which the budget anticipations will or will not be realised, I am speaking of the budget as recast on a 2*s.* basis; the figures as thus recast are given in the budget statements for purposes of comparison. Honourable members will also notice that in the budget statements the combined figures of revenue and expenditure for India and England together are now expressed in rupees and not in £ sterling as hitherto. This change has been adopted with the approval of the Secretary of State in the interest of clearness.

Current year's revenue deficit.

13. Now as to the facts and figures of the current year's revenue and expenditure. The budget anticipated a total revenue of 132 crores against an expenditure of 130 crores, *i.e.*, a surplus of 2 crores. The expenditure, however, included an item of 8¾ crores representing an appropriation from revenue for meeting the deficiency in the Paper Currency Reserve resulting from the revaluation of the sterling portion of the latter on a 2*s.* basis. It was subsequently decided (and the decision was embodied in the new Paper Currency Act passed at the last Simla session of the Legislative Council) to make up that deficiency in a different way, namely, by appropriating the income from the Paper Currency investments with effect from next year, and the appropriation of 8¾ crores, made for this purpose in the current year's budget, accordingly drops out. On the whole, therefore, if all our budget anticipations had been realised, we ought at the end of this year to show a surplus of 10½ crores. In point of fact, present indications point to our working to a deficit of 11¾ crores. I will now describe how this large deterioration of 22 crores has come about.

Principal variations expected in current year's estimates.

14. In some directions our revenue is going to be much better than estimated, for under the two important heads of Customs and Income

Tax there is likely to be a large improvement over the budget anticipations. We budgeted for a *Customs* revenue of 25½ crores; actually, we expect to get no less than 33 crores, *i.e.*, an improvement of 7½ crores, due, I need hardly say, to the abnormal causes which have led to a great rush of imports into India during the year. The revenue from *taxes on income* is expected to be 4 crores better than the estimate; 1½ crores of this improvement relates to ordinary income-tax, 1 crore to super-tax, and 1½ crores to arrear collection of the excess profits duty. Under these two heads, therefore, we expect an improvement of 11½ crores. I now come to the other side of the picture.

Customs

Income Tax.

15. We expect the net receipts from *railways* to be some 7½ crores less than the amount estimated. We naturally framed our budget on the supposition that the goods and passenger traffic would be such as one might except if agricultural conditions were normal. In spite of the poor monsoon, our estimate of 84 crores for gross traffic receipts is not likely to prove very wide of the mark, for we now expect to get 82 crores. It is the working expenses of railways, which have been increasing month by month, that have been mainly responsible for falsifying our estimate of net receipts; the bulk of this increase is due to increases of pay given to the railway staffs. The other items of worseness under civil revenue and expenditure are spread over a number of heads and aggregate some 11 crores. Of these, I need only refer to the adjustment for *exchange* which will amount to slightly over 2½ crores. The necessity for this arises in respect of what are known as our "home charges." These are brought to account at the equivalent of Rs. 10 to the £ sterling, although in point of fact, owing to the average rate of exchange throughout the year being somewhat less than 2*s.* (probably about 1*s.* 9*d.*), the actual number of rupees that we shall have had to send home to meet these charges will amount to more than the rupee expenditure shown in our accounts. We have of course to show the difference somewhere. In respect of our capital expenditure (railways, irrigation, Delhi, etc.,) the difference is shown in the capital accounts, and does not concern us here. In respect of expenditure debitable to the revenue account the portion pertaining to the commercial heads, *viz.*, railways, irrigation works and posts and telegraphs is shown against the respective heads, and the balance is lumped together under the head "exchange

Railways.

thus, to give one example, our home expenditure this year debitable to the military head, will be shown in our accounts as about 17½ crores of rupees, sterling having been converted into rupees at £1=Rs. 10, though actually the sterling charges will have cost us about 13¼ crores of rupees—the difference is one of the items making up the total of 2½ crores which I have mentioned.

16. Altogether, then, the improvement of Rs. 11½ crores under Customs and Income Tax will be more than counterbalanced by a deterioration of Rs. 18½ crores under the other civil heads. It is excess military expenditure which is answerable for the remainder of the total deterioration of Rs. 22 crores in the budget anticipations, for we expect a total military expenditure of Rs. 70·4 crores against the budget provision of Rs. 55·2 crores. I hope that His Excellency the Commander-in-Chief or the Army Secretary will have an opportunity, during the course of the budget discussion, not only of giving a far more authoritative account than I can furnish of the precise objects to which our present military expenditure is devoted, but also of justifying to the House the scale of expenditure which the ordinary normal charges of our post-war Army involve. Meanwhile, I will confine myself to a brief explanation of the items composing the excess of Rs. 15¼ crores over the budget provision.

Excess military expenditure.

17. That provision, as I have just said, was Rs. 55 crores. In my budget speech last year I explained that the detailed grants working up to the total figure had not yet been definitely settled. The disturbed conditions which still prevailed in India and the Middle East had rendered it equally impossible to obtain any clear assessment of our normal military liabilities in the future or to guarantee immediate reduction to any peace standard which it might be decided to adopt. I stated then that the provision which we were adopting was the least which could safely be inserted in the budget, and I warned the Council that if the operations on the frontier should continue into the present year, the provision proposed would not suffice. As the members of this House are aware, the events of the year have most unfortunately justified the warning which I gave. Active operations continued in connection with the closing stages of the advance into the Mahsud country. Further, as announced in August by Excellency the Viceroy it was decided with the approval of His Majesty's Government that our military forces should remain in occupation of

Due to Frontier Operations or other war charges.

Central Waziristan. Finally, in November a new and unforeseen military liability was imposed upon us in the shape of fresh military operations in Southern Waziristan as a result of the hostile activities of the Wana Wazirs. The extra outlay arising out of this regretable sequence of events was necessarily large ; it was equally unavoidable. We had in the first place to retain in service and provide for the ordinary charges on account of the pay, rations, etc., of bodies of Indian troops additional to our contemplated post-war establishments, which would otherwise have been demobilised or disbanded. The second large item of cost is represented by the field service concessions which have inevitably to be granted while troops are engaged on active operations. To these must be added the cost of the ancillary services, such as Transport and Medical, required for the maintenance of the fighting troops, and the cost of the construction and maintenance of roads, temporary buildings and defences in the field. The point which I wish to make to the Assembly is that while the total military expenditure has been 70⅓ instead of 55 crores there has been but a comparatively small excess over the budget, figure on the ordinary expenditure of the Army. An analysis shows that of the excess of 15¼ crores 12 were due to the war operations referred to, or to the delay in demobilization to post-war strength necessiated by those operations. 2½ crores were due to arrear payments in England on account of stores. We were therefore on the whole successful in keeping the ordinary expenditure on the army within the original estimate. I have only one remark to add ; but it is an important one.

Cost of troops employed overseas is not borne by India.

I desire to remove once and for all the impression which still appears to prevail in many quarters that our military expenditure is swollen by charges on account of the Indian troops employed overseas in Mesopotamia, Palestine, East Persia and other places. The impression is entirely erroneous. Every item of expenditure involved by the employment of these troops overseas is borne by His Majesty's Government. Under the arrangements laid down by the Government of India, His Majesty's Government pay not only all the effective charges of these troops while they are out of India but also pay the cost of their depots in India, the cost of the leave granted to such troops when they return to India and a proportionate share of the cost of the administrative services of the Army in India together with a proportionate share of non-effective charges.

18. The net effect of all these variations, both civil and military, is shown below :—

| | (Crores.) | |
|---|---|---|
| Customs revenue more .. .. .. | + 7·3 | |
| Railways (inclusive of adjustment for exchange) worse .. .. .. .. | | —7·6 |
| Income-tax revenue more { Excess profits ..1½ / Super-tax ..1 / Income-tax ..1½ } .. | + 3·9 | |
| Military expenditure more .. .. .. .. | | —15·2 |
| Profit on wheat purchases .. .. .. .. | + ·9 | |
| Exchange charged to non-commercial revenue heads | | —2·6 |
| Paper Currency Reserve interest less .. .. .. | | —1 |
| Interest charges on debt more .. .. .. | | —2·5 |
| Land revenue less .. .. .. .. .. | | —1·4 |
| Opium revenue less .. .. .. .. .. | | —·8 |
| Net revenue from posts and telegraphs less .. | | —·8 |
| Other variations, representing mainly increases in civil expenditure .. .. .. .. .. | | —2·5 |
| Net variation from budget. | | —22·3 |

19. The House will be able to draw the obvious moral from the figures which I have just given of the excess of expenditure over revenue in the current year. Members will perhaps recollect that the deficit in the previous financial year, 1919-20, was Rs. 23 crores, due, I need hardly say, entirely to the Afghan War, and that in 1918-19 the deficit was Rs. 6 crores. These deficits, including that of the current year, have been, or are being, met either by increasing our floating debt, *i.e.*, by issuing fresh treasury bills to the public, or by issuing fresh currency notes against the security of treasury bills created *ad hoc*, *i.e.*, against our own I. O. Us. I feel confident that the House will agree with me that it is impossible to allow this process to proceed further. The path which the necessities of the war, and the chaotic conditions of the world's trade and exchanges which followed the termination of the war, have forced us to tread, in common with all other countries though fortunately to a smaller extent, is a broad and easy one, but, if followed continuously, can only lead to national bankruptcy. Certain of the countries of the world have slipped so

Necessity for making both ends meet.

far down the hill of financial demoralisation that it needed the International Conference at Brussels to emphasise this elementary fact. It is true that India has sinned less than most other countries; it is also true that our recent deficits have in the main been due to war or warlike operations on our frontiers. But the fact remains that we have been outspending our income, and unless we take early steps to make both ends meet we shall assuredly find sooner or later that, with our revenues mortgaged and our credit impaired, not only will there be no money for the development, moral and material, which India so greatly needs, but it will even be difficult to carry on the administration at its present level of efficiency. To retrace one's steps uphill is never a pleasant process, but it is a process which must be followed by every country which is determined to set its finances in order. I lay down two propositions as elemental and essential. In the first place, we must either by decreasing our expenditure, or by increasing our revenue, or by a combination of both measures, make our accounts balance. In the next place, in so far as we are not able to fund our floating debt or a reasonable portion of our fiduciary note issue in our long-term loans, we must also direct our financial policy in such a way as to replace from revenue the deficits which we have been financing by the expedients which I have mentioned. For, camouflage the situation how it may, no country can continue indefinitely to live on its overdrafts; even worse is it to attempt to paper over the chasm between revenue and expenditure by the simple process of printing currency notes.

Effect on central revenues of new financial arrangements with the Provinces.

20. There is still something more to be said if I am to give the House a full and complete idea of our real position. In the first place there is the effect upon central revenues of the Reforms system of finance; honourable members will be able to gauge this effect when I mention that if the new classification, which is to come into force on April 1st next, had been in existence in the current year, then, according to the budget estimates of revenue and expenditure, the provinces, after paying to the Central Government the contributions fixed by Parliament, would have had in the aggregate about 11 crores more revenue at their disposal, and, therefore, the Central Government 11 crores less. I do not wish to draw a picture of the Provincial Governments luxuriating in newly found riches; the extra revenues which they are about to receive have been, in the case of most provinces, to

a large extent already hypothecated to the financing of the wholesale revisions of pay of all establishments and particularly subordinate establishments, which have been sanctioned during the past two years. My point is that, but for the new financial arrangements, those increases of pay could not have been financed at all, and it is upon central revenues, therefore, that the burden of doing so has really fallen.

Further liabilities likely to fall on revenue in the future.

Secondly, although no specified programme of reduction has been laid down, we are committed to the progressive reduction of the provincial contributions—an undefined but none the less certain liability on central revenues. The third point is rather more technical but I will endeavour to describe it shortly. Certain of our gains or losses by exchange are credited or debited as the case may be to the revenue account. (I have mentioned above that in the current year the direct debit to the exchange head will be slightly over 2½ crores, besides which a sum of 1½ crores will be charged to the commercial heads). Such revenue credits or debits do not, however, cover the whole field of our exchange gains or losses. During the course of each year our balances are continually being remitted one way or the other by what are called our "remittance" transactions (*e. g.*, Council Bills, Reverse Councils, recovery in London of expenditure incurred by us in India on behalf of the Home Government, and other similar transactions). In all such transactions there is a real gain or loss. During 1919-20 there was on the whole a gain; this was not credited to revenue but remained in suspense, the final credit outstanding at the end of the year being 5 crores. During the current year, however, the net loss, other than the loss which has been met from revenue or has been debited to our capital accounts, has been 23½ crores and the net result is that during the year we shall actually have had to find from our balances about 18 crores. Sooner or later that suspense head must be cleared, and, save in so far as it may not be cleared by the accrual of direct gains in future years, it can only be cleared by appropriations from revenue. I do not propose any specific appropriation from revenue in the current year (over and above the loss on exchange which the revenue account already has to bear) because it serves no useful purpose to make a paper appropriation in a year which is already deficit; nor, for reasons which will be fully obvious to honourable members by the time I have finished this speech do I propose any specific appropriation in the coming year. But the fact that we have

this uncleared head, and are committed to reduce the provincial contributions, must be borne in mind in discussing India's general, financial position and the various liabilities which the revenues of the country will sooner or later have to bear. The problems which we shall have to face are not solely due to temporary and transient causes such as the Afghan War or other military operations on the frontier.

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## BUDGET FOR 1921-22.

### REVENUE AND EXPENDITURE.

21. I have dealt with the past; now for the stage of the case at which the Assembly will take up its responsibilities, I mean the finances of the coming year.

Deficit of 18 ½ crores.

I estimate that the expenditure next year, chargeable to Central Revenues, will be 129 crores, against a revenue, on the basis of existing taxation and including the provincial contributions of 983 lakhs, which will amount to 110½ crores. I will give an explanation, as brief as possible, of the estimates which I have taken under the principal heads of revenue.

Estimates under principal heads.

I have already mentioned the abnormal situation in respect of imports, which has resulted in an inflated *Customs* revenue during the current year, namely, 33 crores as against a budget of 25½. We must certainly expect a serious slump before long, but the fact that it is quite impossible to gauge either its extent or the time when it will occur makes estimating difficult, and in taking a gross Customs revenue next year of 30¼ crores I feel that I am going as high as safety allows.

Customs.

The next important factor is the *Railways*. Here while the gross traffic receipts have been steadily increasing, working expenses have increased at a far greater rate, and our net receipts for the past two or three years have been steadily diminishing. After taking a very liberal estimate of 87 crores for gross traffic receipts and nearly 60 crores for working expenses (inclusive of payment of surplus profits) I estimate net receipts of about 27 crores, as against 26 expected in the current year and 31½ actually received in 1919-20. We estimate gross receipts from *taxes on income* of about 18½ crores inclusive of assign-

Railways.

ments from Provincial Governments in respect of their share of income tax revenue; we have allowed for a reasonable amount of growth in revenue but have been obliged to make some allowance for the present trade depression. Taxes on Income.

22. As for expenditure, I need hardly assure the House that, in view of the deficit we have anyhow to face, we are making provision for ordinary civil expenditure on the lowest possible scale. I have been obliged to ask those of my Honourable Colleagues who are in charge of the spending departments to forego new expenditure on objects which I know they have much at heart, and I am sure they will bear witness to the ruthless pruning to which their own budget estimates have been subjected by my Department. I can only express my gratitude to them for agreeing to postpone, perhaps against their better judgment, the many schemes for which they had asked for funds. I know the misgivings they feel as regards the effect which some of these economies will have upon the efficient working of their departments. Civil Expenditure. A budget of economy.

23. But while we have avoided all fresh civil expenditure as far as this was humanly possible, there are two items for which it was necessary to make some provision, and which require some explanation. I feel very strongly that the time has come when, whether convenient or not, we must no longer delay making some provision for meeting our heavy war indebtedness. As the House knows, we have a large amount of War Bonds maturing between now and 1930, all of which will have to be met on maturity and for which we have provided no sinking fund. Our policy so far has been to endeavour to fund in one or other of our longer loans as much of this short-term debt as possible, and also a portion of our outstanding Treasury Bills (the amount of which is much too high for safety) and to trust to the ways and means resources of the time to meet the remainder of such bonds as they fall due. Unfortunately, owing to the large amounts which we have been obliged to borrow, both our long-term loans, namely, the 5 per cent. loan of 1929—47 and the 5 per cent. income-tax free loan of 1945—55, are now at a very large discount, and if we are to get any substantial portion of our War Bonds and Treasury Bills converted into these longer loans it is imperative that we should do our best to rehabilitate them. That is one consideration, another is the obvious desirability of providing for the amortising of these two longer Sinking fund for long-term loans.

loans when they fall due, instead of leaving the entire burden to our successors. Each of these two loans has what is called a "depreciation" fund of 1½ per cent. of the total issue of the loan, which is used each year to purchase and cancel scrip. These funds, however, are insufficient to amortise the two loans completely by maturity, nor are they large enough for the annual purchases to make an appreciable impression upon the popularity of the loans. I propose therefore, with effect from next year, to set aside a further sum of 80 lakhs, to be devoted to supplementing these two depreciation funds. The result should be to enable us to amortise these loans by maturity. I do not think I need say more in justification of this proposal; I feel that I ought rather to apologise for its meagreness. The position is one which must be viewed with all seriousness, we ought really to set apart from revenue some provision for the direct repayment of our short-term bonds, the repayment of which handicaps us in providing funds for railways and other capital purposes. It is only because I do not wish to add to the difficult problems which the House already has to face in the way of finding additional resources that I refrain from proposing a much more heroic measure.

I know that there is a feeling in the country that something should be done for the holders of our 3 and 3½ per cent. paper, large numbers of whom are people of very moderate means, whose holdings have suffered serious depreciation owing to the raising of large loans in recent years at increasingly high rates of interest. I regret that I do not see how any concession can at present be made to these people, with due regard to the higher interests of the taxpayer. Assuming, as I think the House will agree we must, that we can afford no more than the sum I have mentioned for the purpose of rehabilitating our credit, then the question is one as to the way in which that sum can be spent to the best advantage. If devoted to the granting of some concession to the holders of 3 and 3½ per cent. paper, its effect in assisting the country to meet the many financial difficulties in front of it will be negligible. If spent in improving the position of these two terminable loans, and in helping to provide for their repayment at maturity, its effect should be material.

Exchange.

24. The other item of expenditure which I must mention is the entry of 5,42 lakhs for the adjustment on account of exchange, of which 3,28 lakhs are shown against the head "exchange" and the

balance is distributed among the commercial heads. I have already explained the nature of this entry in my remarks regarding the corresponding item in the current year's accounts, and I need only add here that this loss is based on an average rate of exchange for next year of 1*s.* 8*d.* He would be a very rash person who would make any prophecy as regards the course of exchange next year, but it is necessary for the purpose of the budget programme to make some rough assumption as to the level at which exchange is likely to stand, taking the coming year as a whole. All I can say, and I hesitate to commit myself even to this, is that present probabilities point to exchange remaining low during the first half of the year, but that, if we have a good monsoon, then it is not unlikely that there will be a substantial recovery during the second half. If the average rate works out eventually at less than 1*s.* 8*d.*, then I fear that the deficit will be still further increased. If, on the other hand the average rate is higher then, for reasons which I hope will be clear from what I have said regarding the necessity for repalacing some of the losses which have so far been met by issuing Treasury Bills, I do not think we should make any deductions in the debit to revenue; in other words, I propose that we should commit ourselves to a definite appropriation of a minimum amount of 5·42 crores on account of exchange.

Military Budget.

25. I have left to the last the item which looms largest in our expenditure heads —the provision for Defence. The budget provision for next year has been taken at 62·20 crores. I divide this for the present purpose into ordinary and extraordinary expenditure. It is not proper that we should leave to chance or in other words should meet from overdrafts, military expenditure which we know to be inevitable. We cannot budget for war; but we ought not to exclude from our budget items to which we are definitely committed, even though they are not of a permanent nature. For this reason I have included 4 crores of extraordinary expenditure, 3 crores representing the continuance of the special expenditure entailed by the occupation of Central Waziristan and 1 crore representing a provision for another special liability, namely, the grant of compensatory concessions to troops disbanded under certain proposals for reduction of establishments which I shall mention later. If there are any savings in such extraordinary provision, they will not be available for increasing the

ordinary military budget, but will go towards the general surplus. The balance, 58·20 crores, represents the provision required in 1921-22 for the ordinary charges of the army in India. The figures for military expenditure will, I hope be justified to this House by His Excellency the Army Member. Meanwhile it is proper that I should inform the House what this figure of 58·20 crores represents. When we budgeted last year, we had no standard or accepted strength of the army or its attached services. The pre-war standards had gone by the board ; nor were the conditions on the frontier and elsewhere then ripe for the drawing up of a definite scheme of post-war strength either of combatant or attached services. We have been busily engaged on this problem ever since ; it is a problem on which not only the Army but the civil portion of the Executive Government has bestowed anxious and unremitting labour I doubt if there has ever been a time in the past when military expenditure and the policy underlying it has been subject to a more complete and drastic scrutiny. The actual combatant strength for the post war Army at which we arrived last summers actually somewhat lower than that of 1913-14. It is for that strength that we have provided in the budget and it is because there will be no inconsiderable reduction of personnel under this scheme that I have found it necessary to make a provision for the grant of concession to troops which will be disbanded. While, however, we are reducing combatant strength, reduction of expenditure on this score is counterbalanced to some extent by increases in other directions. We have firstly the creation of new services such as the Royal Air Force and Mechanical Transport, and secondly developments and organizations required for the purpose of securing a proportion which the present day military opinion considers essential as between the auxiliary services of the army and the fighting troops. I need not say that the provision made is entirely for our own troops. There is nothing in our budget for troops maintained for overseas garrison or warlike operations overseas, nor for depots necessary to maintain their strength; but it will be no secret to the House that the rate of cost of army services has risen even since last year and the effect of this on the budget of 1921-22 is reflected in the fact that we have had to provide a sum of no less than 129 lakhs to cover the cost of certain recommendations of the Esher Committee for enhancing the pay and amenities of our troops, of which 83 lakhs will be spent

on the Indian Officer and soldier. We have also had to provide for the grant of certain allowances to British soldiers recently authorised by His Majesty's Government for British soldiers in general.

Efforts made to secure economy.

26. The total of 58·20 crores at which we have arrived and which is based as I have said on the post-war strength arrived at last summer represents the minimum sum which we have been able to put forward. I may say that the military authorities originally pressed for and have been denied a very much higher figure than that now placed in the budget. I freely admit that that figure even so is a much higher one than the Government of India can contemplate with equanimity on financial grounds. But we have arrived at the definite conclusion that it was impossible to take a lower figure without a further considerable reduction of establishments both in the fighting units and in the auxiliary services. There were two obstacles to making such reductions. It must be remembered that the responsibility for the safety of India rests on His Majesty's Government no less than on ourselves. It is His Majesty's Government which would come to our assistance with the Imperial Forces if we were hard-pressed in this country, and that Government could not be prepared without the most careful examination to agree that in the present state of affairs in Central Asia, with matters standing as they do between ourselves and our immediate neighbour on the North-West, and indeed in view of certain factors within India itself, a further reduction of our fighting forces is justifiable. In the second place, it must be noted that with regard to British troops at all events we are in a semi-contractual relation with His Majesty's Government, which cannot be terminated at short notice. His Majesty's Government have made it clear to us, and we have been obliged to accept that conclusion as reasonable, that they could not be expected to bear the cost of British troops transferred at short notice from the Indian to the Home establishment. To meet both these obligations, it has now been decided by His Majesty's Government that an investigation shall at once be undertaken regarding the combatant strength of the army in India by a Sub-Committee of the Committee of Imperial Defence. The Home Government has agreed that before we forward to London the material for which we have been asked in this connection, the matter shall be dealt with by a Committee of the Executive Council on which of course some of my Indian Colleagues will sit

with power to take evidence including that of non-officials. That is how the matter now stands. I ask the House to take it from one who feels no less concern than they must do at this steady growth of our military expenditure, from one whose every instinct has been to seek economy in this respect, that no effort has been spared, that no avenue has been left unexplored in order to keep the budget figure of the present year within its lowest bounds. Let me further assure the House that the financial authorities have in the past year made every effort so to reorganize the machinery which deals with the finances of the army that they may have in their hands the very fullest sources of information and the fullest powers of control. Among other measures, a body of expert Accountants from one of the leading firms in England is now touring India with the object of introducing in all army supply departments a system of commercial costing accounts such as was adopted with excellent results in the United Kingdom during the Great War : and finally we have endeavoured to fulfil our obligations towards this House by presenting the army estimates for 1921-22 in a new form. Though the military grant is not itself votable, we have thought it right to give the complete details both of strength and cost, following in this respect the form adopted by His Majesty's Government on the recommendations of the Select Parliamentary Committee on National expenditure. I hope that the Assembly will appreciate the great advance that this represents.

Additional revenue required.

27. Taking now all the items of expenditure together, they will amount as I have said to 129 crores leaving on our estimates a deficit of Rs. 18 crores. I think our financial arrangements should be directed to obtaining a surplus of not much less than Rs. 1 crore. That was the surplus at which former Finance Members have always endeavoured to aim, and at the present time, when it is by no means certain that we have got to the end of increased expenditure in regard to the pay of the lower grades of public servants, and when moreover there are so many elements of uncertainty in the revenue outlook for next year, I feel that the dictates of ordinary prudence render it all the more necessary not unduly to diminish this margin. The total new resources which it will be necessary to find will thus amount to slightly above Rs. 19 crores.

28. Before I proceed to explain the measures of increased taxation which I propose in order to produce the above sum I must anticipate

a question which I think may have arisen in the minds of many honourable members. I can imagine a member, who has done me the honour to follow what I have already said, putting the case to himself somewhat as follows:—"I realise that the new classification of revenue and expenditure under the Reforms Scheme has resulted in the revenue assigned to the Central Government falling considerably short of the expenditure which those revenues have to bear. I was under the impression, however, that, in order to make good that deficit, Parliament on the Report of the Meston Committee decided that contributions amounting to nearly 10 crores should be taken from the provinces. Why then this sudden and large deterioration in the position of the Central Government?" Some of my preceding remarks will already have suggested to the House the explanation for this deterioration in the outlook as appreciated by every one a year ago. It will probably however be useful to members if I summarise briefly the principal variations which have led to it. I have mentioned that the deficit to be faced next year is 18¼ crores. Omitting the estimated expenditure necessitated by the occupation of Waziristan and by demobilisation concessions, the net deterioration in the position as envisaged by the Meston Committee is about 14 crores. This is the resultant of the following factors:—

Causes of deterioration in position as envisaged by Lord Meston's Committee.

| | Crores. |
|---|---|
| (*i*) Loss of interest receipts (owing to the earmarking of interest on Paper Currency Reserve investments to the discharge of Treasury Bills issued to the Reserve to cover the loss from revaluation of sterling holdings in it) .. .. .. | 3·1 |
| (*ii*) Falling off in net revenue from Railways and Posts and Telegraphs (which may be taken as representing mainly the cost of increases of pay of superior and subordinate staff) .. .. | 7 |
| (*iii*) Increase in interest charges (while formerly the bulk of our investments of the Paper Currency Reserve was in British Treasury Bills, on which we received interest, the bulk of investments now is in the form of Indian Treasury Bills, the interest on which is earmarked for a definite purpose .. .. .. .. .. .. | 2·5 |

| | Crores. |
|---|---|
| (*iv*) Loss by exchange on expenditure on revenue account in England (inclusive of expenditure on commercial services) owing to exchange falling below 2*s*. .. .. .. .. .. | 5·4 |
| (*v*) Increase in military expenditure (present estimate exclusive of special expenditure referred to above is Rs. 58·2 crores against Rs. 55·2 crores adopted by the Meston Committee) .. .. | 3 |
| (*vi*) Loss of net opium revenue (demand for our opium has recently declined) .. .. .. | ·7 |
| (*vii*) Constitution of sinking fund for our long term loans .. .. .. .. .. .. | ·8 |
| | 22·5 |
| Partly set off by increase in Customs and Income-tax revenue and other minor variations .. .. | 8·5 |
| | 14 crores. |

I think that it is fair to say that no one who considered the matter a year ago could have had any reason to apprehend any such deterioration in the position. The developments which have led thereto have in the main arisen within the past 9 or 10 months ; I refer more particularly to the fall in exchange and to the enormous increase in pay which circumstances have since then forced on us. I do not imply that those who thought about the matter were entirely confident that the anticipations upon which the Meston Report was based would be fully realised ; but most people were probably moved by two important considerations. In the first place, there was the obvious necessity, in the interests of the success of the Reforms Scheme, to give the new Provincial Governments as generous a start as possible. Secondly it was a common place that the heads of revenue retained by the Central Government were mainly, not only heads of growing revenue, but also those in respect of which there was undoubtedly a substantial margin for increased taxation, which was much less the case with the heads of revenue given over to the provinces.

PROPOSALS FOR ADDITIONAL TAXATION.

29. We have now to obtain from central revenues an additional sum of 19 crores. The first additional source of revenue available is Customs. I think that the House will agree that the existing tariff heads are such that, in the case of most articles, both the trade and the consumer can undoubtedly bear some increase. The tariff proposals to which I shall ask this House to agree, and which are contained in the Finance Bill which I shall ask your leave, Sir, to introduce this morning, are as follows :—

(1) In the first place, we propose to increase the general *ad valorem* duty of 7½ per cent. to 11 per cent. except in the case of matches and of certain articles of luxury which I shall mention later, but inclusive of cotton manufactures. I estimate that this measure will produce an additional revenue of Rs. 384 lakhs. We do not propose any increase in the existing cotton excise of 3½ per cent. In view of the previous discussions upon this matter, which must be well known to all Honourable members, we felt it our duty to make a previous reference on the subject to His Majesty's Government. We did not, indeed, anticipate that there would be any question of vetoing our proposals, in view of what the Secretary of State said in the House of Commons when the Government of India Bill was under discussion, and also of the recommendation made in the Joint Select Committee's Report, that in fiscal measures such as this the views of the Government of India, if they succeed in carrying with them the approval of the Indian legislature, should be entitled to prevail. We felt, however, that, in view of the very great trade depression in England, which is far worse than anything which now obtains in India, it would not only be desirable, but our duty, to make clear to His Majesty's Government, on behalf of India, that our proposals for increasing the import duty on cotton goods, among other articles subject to the general tariff, had the sole object of producing additional revenue and had no ulterior motive of a protective or any other kind. Nay, I will go further and say that it would ill-become this country, at a time when the senior partner of the Empire, upon whom fell by far the severest burden of the war, both in blood and money, is anxiously endeavouring to face the most acute problems of unemployment and trade distress, to equite the services which Great Britain has rendered to the rest of the Empire, including India, by taking the first opportunity to introduce

Increase in general *ad valorem* duty from 7½ to 11 per cent.

No increase in cotton excise.

a measure of protection against her manufactures. We made is clear therefore that it is solely our financial necessities, and no new departure of fiscal policy, which have obliged us to propose to the legislature this particular measure. We trust that our fellow-subjects in the United Kingdom will appreciate this and will acquit the Indian Government and legislature of any desire to use their newly conferred liberty of action to injure the country which only a year ago conferred that liberty upon them. It would, indeed, be manifestly impossible for this Government to initiate any fundamental departure in fiscal policy at the present juncture. At present our tariff is purely a revenue producing tariff which, whatever may be its effects here and there on any particular trade, is admittedly not devised with any object other than that of revenue. We feel confident that not only this House, but also the country at large, would hesitate, and very properly hesitate, to commit themselves to any fundamental departure until the whole question of India's fiscal policy has been thoroughly and exhaustively examined by a competent and impartial body. We feel, however, that the time has now come when that examination should be begun; we feel further that this examination should not be confined to India's own fiscal needs, but should embrace an enquiry into the steps which India can take in order to recognize her fiscal obligations to the other members of the Empire of which she is a part. We have been in correspondence with the Secretary of State and an announcement on the subject has been made this morning.

I do not propose to obtain any increased revenue from the articles now dutiable at 2½ per cent. *ad valorem*. The principal of these are machinery, metals and railway plant, and the House will probably agree that in the interests of India's industrial development increased taxation on these articles is undesirable.

In view of my proposals to raise the general *ad valorem* rate from 7½ to 11 per cent., while leaving the cotton excise duty at its present figure 3½ per cent., I propose to withdraw the concession allowed by the existing tariff by which machinery and stores imported for use in a cotton spinning or weaving mill are admitted free of import duty. I propose that such articles—they are detailed in items 17, 18, 19 and 27 of the import tariff schedule—should now be subject to the appropriate duty under the revised schedule. Most of them, certainly most of the important articles, will be liable to duty at 2½

per cent. I think that honourable members will agree that the removal of this concession is reasonable. The concession was granted when an excise duty was imposed on piece-goods made in this country equal to the duty on imported piece-goods. It was obviously unfair that the Indian millowners should be handicapped against the English manufacturer by having to pay not only this excise duty but also duty on the machinery and the stores which are required from the United Kingdom. But there is so material a difference, between the rate of the cotton excise duty and the rate which I propose on imported piece-goods, that it is no longer necessary to continue this concession. I estimate that the withdrawal of the concession will yield a sum of 10 lakhs of rupees. It will also be a great administrative convenience since the concession throws a great deal of extra work upon our customs staff.

Specific duty on matches.

(2) The second Customs measure which we propose is the levy on matches of a specific import duty of 12 annas per gross boxes in place of the present *ad valorem* duty of 7½ per cent. This rate would work out to one pie per box of matches, and if, as I hope there is no substantial decrease of consumption as a result, I estimate the additional revenue at Rs. 110 lakhs. I may point out to the House that the duty in the United Kingdom is 5 *s.* 2 *d.* per gross boxes, while in many other countries it is considerably higher.

Increase of duty on liquors.

(3) Thirdly, we propose to increase the duties on imported liquors as follows :—

| | Present duty. Rs. a. p. | Proposed duty. Rs. a. p. |
|---|---|---|
| Ale, beer, cider, etc., per gallon .. | 0 4½ 0 | 0 6½ 0 |
| Liqueurs, untested, per gallon .. | 14 10 0 | 25 0 0 |
| Liqueurs, tested, per proof gallon.. | 11 4 0 | 18 12 0 |
| Perfumed spirits, per gallon .. | 18 12 0 | 30 0 0 |
| All other spirits, per proof gallon. | 11 4 0 | 18 12 0 |
| Wines— | | |
| (*a*) Sparkling per gallon .. | 4 6 0 | 9 0 0 |
| (*b*) Other sorts per gallon .. | 1 12 0 | 4 8 0 |

The new rates work out to exactly 3 annas per degree of proof per gallon. I do not propose that we should raise the 7½ per cent. duty on denatured spirits which are used in several forms of industry.

Allowing for some reduction in import as a result of the higher duty I estimate that the above increases will yield additional revenue to the extent of 94 lakhs.

These duties as raised will still be substantially lower than the duties levied in the United Kingdom. We have come to the conclusion, however, that for the present any attempt to go substantially higher would probably not yield any further revenue and might in fact yield less. I may remind the House that the present high scale of duties on alcohol in the United Kingdom was not arrived at *per saltum* but worked up to by a series of increases spread over a number of years.

Duty of 20 per cent. on certain articles.

(4) The fourth measure is the raising of the general *ad valorem* duty of 7½ per cent. to 20 per cent., in the case of certain articles of luxury, such as motor cars, motor cycles and tyres (excluding lorries), silk piece-goods, fireworks, umbrellas, clocks and watches, musical instruments, cinematograph films, etc., a full list of which is given in the Finance Bill which I shall shortly introduce. The additional revenue from this measure is estimated at Rs. 114 lakhs.

(5) The fifth customs measure is the raising of the present import duty on foreign sugar from 10 to 15 per cent.; I estimate the additional yield at 65 lakhs.

(6) Sixthly—and this is the last of my tariff proposals—I propose that the duties on tobacco, other than unmanufactured tobacco, be increased by 50 per cent. In other words, I propose a duty of Rs. 2-4-0 instead of Rs. 1-8-0 per lb., on manufactured tobacco, and 75 per cent. instead of 50 per cent. *ad valorem* on cigarettes and cigars. After making some allowance for a probable decrease in consumption next year, I estimate that this measure will produce an additional revenue of 40 lakhs.

Any proposal to enhance the tobacco duties usually raises the question of a tobacco excise. An excise duty on manufactured cigars has been considered from time to time, and has in the past been the subject of some discussion with the Secretary of State. On the last occasion it was held that an excise on cigars was undesirable as it would almost certainly damage the cigar industry in Madras, and involved moreover considerable practical difficulties in collection. We have again considered the matter but feel that we might possibly

damage what is to a large extent a cottage industry, and a source of livelihood to many people in Southern India, and that in any case it is very doubtful whether in view of the amount likely to be obtained and of the practical difficulties in the way, the matter is worth pursuing. I admit that there is much more to be said for an excise duty on machine made cigarettes. The industry is prosperous and an excise duty of 8 annas per 1,000 cigarettes would probably bring in some 10 or 15 lakhs. In favour of the proposal it might also with considerable justice be urged that, if the duties on imported tobacco are increased by 50 per cent. while tobacco manufactured in India is left untouched the whole of the increase will be borne by that small section of the populace which buys the imported article, and the rest of the tobacco users in India will escape altogether. I admit the force of this argument, and previous discussions have shown that the proposal, unlike that for an excise on cigars, is quite practicable. Our view, however, is that an excise tax on Indian made cigars being impracticable, an excise tax on Indian made cigarettes will be open to the objection that the poor man's smoke is being taxed and not that of the comparatively richer European or Indian whose smoke is an Indian cheroot.

5½ crores from railways.

30. I now come to the question of the income derived by the country from its immense and valuable railway estate. It is probably no news to the House that the net income from railways, after allowing for interest charges, has recently in spite of a steady increase in gross traffic receipts, been decreasing. In the year before the war the net profit to the State, after defraying all interest charges and paying to the managing companies their share of the surplus profits, came to 7·19 crores. During the war working expenses were abnormally low, mainly owing to the fact that material for replacements and renewals could not be obtained from abroad. In 1916-17, therefore, the net profit rose to 11·22 crores, and in 1917-18 and 1918-19 to 14·87 and 15·85 crores respectively. With the return of more normal conditions, the profit has considerably decreased ; in 1919-20 it fell to 9·35 crores, and in the current year it will probably be no more than 5·08 crores. On the basis of our estimates for next year, and assuming that no change be made in the rates, the profit would be only 4·09 crores. I submit therefore that, quite apart from our present financial necessities a moderate increase of rates, particularly on goods traffic, the rates for which are mostly still on a pre-war basis, could be amply justified

on business grounds. It is not possible, however, to readjust the various rates in time enough to give us the money we need during the next financial year. In the case of goods rates, it is a particularly cumbrous business, and requires very careful consideration in consultation with our traffic experts and with the railway companies. We have asked the Railway Board to examine the matter carefully during the course of next year in order to see what enhancements of rates are possible. Meanwhile, as a temporary measure, we propose to make a substantial increase in the surcharge on goods traffic which was imposed in 1917. The existing rates are 1 pie per maund on coal, coke and firewood and 2 pies on all other goods. We propose to substitute the following rates :—(1) 6 pies per maund on coal, coke, firewood, food grains and fodder ; (2) 2 annas per maund on certain valuable commodities which can bear a high rate of tax, such as piece-goods, pressed cotton, jute and ironware, timber and oils; (3) 1 anna per maund on all other articles of general merchandise not falling within those two categories. At present there is a free zone for goods carried 10 miles or less, which we propose to extend to 20 miles.

The existing surcharge is small and is probably not felt appreciably by the traffic. I fully recognise that any substantial increase must have a somewhat uneven incidence, as the surcharge has no reference to length of journey and its effect is practically the same as a terminal tax. The increase now proposed is therefore intended to be in temporary substitution for a general increase of goods rates. In the event of it being found possible before the end of the year to raise the latter to the necessary extent, such increases will be substituted next year for part or whole of the additional surcharge now to be imposed. We anticipate that the additional revenue so obtained will amount to approximately 5½ crores.

2¼ crores from increased postal rates.

31. The remarks which I have just made, regarding the justification, as a business proposition, for an increase in railway rates, apply with somewhat greater force to the case of our postal rates. It has not hitherto been easy to say precisely what we are making or losing over the administration of our post offices, as our general accounts do not show as debits or credits to the Post Office certain items of expenditure and revenue which, if the accounts were kept on a strictly commercial basis, would appear therein ; the administration report

of the Department does, indeed, attempt to work out the profit and loss, but we cannot place too much reliance on the figures. (I hope to remedy this before long, as I have made arrangements with the firm of chartered accountants in London of whom I spoke above to overhaul our Post and Telegraph accounts). Meanwhile, it is at any rate safe to say that our net revenue from the Post Office has been steadily diminishing, owing to the very large growth in working expenses mainly due to increased pay of the staff, and that next year the Postal Department will, unless the charges we make to the public for postal services are raised, actually be running at an appreciable loss. I propose the following measures :—

(1) Abolition of the half-anna postage for letters, the charges in future to be one anna for letters not exceeding 2½ tolas in weight, and half an anna for every additional 2½ tolas.

(2) Raising to half an anna the quarter-anna postcard.

(3) Rate for book, pattern and sample packets to be raised from half an anna for every 10 tolas to half an anna for every 5 tolas or fraction thereof.

(4) At present the initial rate is ¼ anna for registered newspapers not exceeding 8 tolas in weight, and ½ anna for papers not exceeding 40 tolas. I propose that the maximum weight to be carried for a quarter of an anna be reduced to 5 tolas, and that for half an anna to 20 tolas.

(5) I do not propose any revision in the parcel postage rates which were revised as recently as May 1919. It is true that if we raise the initial charge for the letter from half to one anna for 2½ tolas, it is somewhat anomalous to carry a parcel not exceeding 20 tolas in weight for 2 annas ; but in view of the revision made 18 months ago and of the fact that the matter is one of great importance to small industries, we believe that it would be a mistake to revise the parcel rates again so soon.

(6) Raising of rates of commission charged on inland money-orders to the level of those in force up to 1902.

The net result of the above measures will probably be an increased revenue of 2¼ crores. I fully appreciate the objections which I know

that the House will feel to altering the present postal rates, and personally I shall be very sorry to see the pice postcard and the half-anna rate for letters abandoned. Cheap postal communications are of the highest importance to this country, and there is no doubt that the fact that we have probably the cheapest postal service in the world has been of immense benefit in aiding the country's progress. Further, it might be argued that it is not fair to consider the postal service apart from the telegraph service, as the two form one Department. Owing to the fact that our inland telegraph rates are now decidedly high, having been deliberately raised in order to enable the Department to cope with the immensely increased traffic, it is possible that the combined Department may show some profit, though I should not be willing to affirm this definitely until we get a true costing account. But the claim may be made in some quarters that, so long as we are not showing a proved loss on the combined Department, the justification on business grounds for raising the postal rates does not hold good. To such arguments I have only one reply, and that is, financial necessity. Postal rates as cheap as they are at present are a luxury which the country can no longer afford.

3¼ crores from income-tax and super-tax.

32. The increases of taxation which I have so far mentioned should in the aggregate, if nothing untoward occurs, yield an additional revenue of 16 crores. To obtain the remainder it will be necessary, if we are to avoid an increase in the salt duty, to resort to increased direct taxation, namely, an increase in the present taxes on income. As regards ordinary income-tax, an examination of the figures shows that, even if it were not undesirable to do so, we should not obtain much additional revenue by raising the present rates of tax on the smaller incomes. We propose therefore to leave the lower grades of income-tax alone, and to increase the upper grades so as to work up to a maximum of 16 pies instead of 12 pies as at present. The result will be to increase substantially the tax on companies' dividends for under the income-tax law the tax is levied on dividends at the maximum rate, subject to certain refunds. I am afraid it would not be practicable, however, to give any concession to companies, for it is from the latter that most of our income-tax proceeds is realised. As regards super-tax on individuals we propose to increase the rates on the higher grades of income so as to work up to a maximum of 4

annas in the rupee on any excess over 3½ lakhs of income. The Finance Bill, which will be in members hands this morning, will show the exact scale of the new grading. We estimate that the increases in income-tax and super-tax combined will yield a total additional revenue of 3¼ crores.

33. The total yield of the additional taxation which I have proposed will amount to Rs. 19,17 lakhs, the deficit of Rs. 18¼ crores for 1921-22 being thus converted into a surplus of 84 lakhs. While my other proposals, if accepted by the Legislature, will have effect from the 1st April, the revision of the Customs tariff will come into force from to-day, and the additional revenue during the current year which is estimated at Rs. 70 lakhs will go to reduce to that extent the deficit of 11¾ crores which we anticipate in the current year.

## WAYS AND MEANS.

### (A) CURRENT YEAR.

34. There are many Members of the House who will no doubt consider the statement of our revenue position and our proposals for taxation as of primary importance. But I must, in the interests of those who desire to appreciate the whole financial position, detain the House while I refer to our ways and means position and to our capital expenditure. First, as to the current year. Very briefly, the position in the current year, taking the figures on a 2 *s.* basis, is that we anticipated that we would have to meet liabilities, either in India or in England, to the extent of slightly over 46 crores, of which the most important were a railway capital expenditure of 19 crores (after allowing for a gain of 3½ crores from exchange), 19¼ crores for repayment of the 1920 War Bonds, and drawings by the provinces upon their balances to the extent of 6 crores. We expected to finance this by drawing on our opening balance to the extent of 12 crores, raising a loan in India of 15 crores, a credit of 10½ crores from the disposal of war stores and another of 8 crores from exchange gains, and various miscellaneous receipts aggregating about 11 crores in all. We hoped that these resources would not only be sufficient, but more than sufficient, to meet the abovementioned liabilities,

and that we should be able to reduce our floating debt, in the shape of treasury bills issued to the public, by some 10½ crores.

Increased liabilities.

Actually, our liabilities have amounted to 96 crores; our railway capital expenditure has been some 25 crores (owing to the difference in the rate of exchange at which the sterling outlay will now be brought to account), and, further, we have discharged not only the whole of the 1929 War Bonds, but some 9 crores of the 1921 Bonds which were accepted in payment of the 6 per cent. loan issued this year. In addition to what may be called the above more or less normal transactions, we have, however, had to finance from our ways and means resources a heavy loss due to the sales of Reverse Councils. In order to meet the Reverse Councils sold by us, which since the 1st April have amounted to £31 million, the Secretary of State has had to withdraw and realise a large amount of the sterling securities held in the Paper Currency Reserve. These were of course originally valued on a 1*s.* 4*d.* basis, and the net result has been a loss of some 17 crores in the course of the current year; added to which, a further loss of 2½ crores resulted from our selling Reverse Councils at a rate above 2*s.* These and other losses which have resulted from our remittance transactions are at present held in suspense, but as I have already mentioned, will sooner or later, except in so far as they may be reduced by a demand for Councils at above 2*s.*, have to be met from revenue. As already stated, the Imperial surplus of 2 crores anticipated in the budget has been converted into a deficit of 11 crores. Even, therefore, with a large increase over the expected loan receipts (30 crores against 15), our resources have fallen considerably short of our requirements, and we have been obliged to resort to the temporary expedient of supplying the gap by a further issue of currency notes backed only by our own securities, *viz.*, treasury bills created *ad hoc*. This issue of unbacked notes has during the current year so far been to the extent of 32¾ crores, apart from the issue of 18½ crores made in October last in accordance with the recent Paper Currency Legislation to cover the deficiency in the revaluation of sterling holdings in the Reserve, which does not however affect our ways and means position. On the other hand, I hope that by the end of the year we shall have reduced the amount of treasury bills outstanding in the hands of the public from 43 crores at the beginning of the year to 37½ crores.

Mainly financed by new currency issues.

35. Altogether, then, the ways and means operations of the year may be summarised as follows :— Summary of year's operations.

| | *Liabilities.* | Crores. |
|---|---|---|
| (1) | Railway capital outlay (inclusive of exchange). | 25·5 |
| (2) | Delhi capital outlay (inclusive of exchange) .. | 1·2 |
| (3) | Irrigation capital outlay (inclusive of exchange) | ·7 |
| (4) | Discharge of debt .. .. .. .. | 28·3 |
| (5) | Discharge of railways debentures .. .. | ·5 |
| (6) | Imperial deficit .. .. .. .. .. | 11·1 |
| (7) | Discharge of treasury bills issued to the public .. .. .. .. .. .. | 5·2 |
| (8) | Exchange loss on remittance transactions, gold transactions, etc. .. .. .. .. | 23·5 |
| (9) | Miscellaneous items .. .. .. .. | ·2 |
| | Total .. | 96·2 |

which have been met as follows :—

| | | |
|---|---|---|
| (1) | Reduction of cash balances .. .. .. | 14·9 |
| (2) | Rupee loan in India .. .. .. .. | 29·8 |
| (3) | Issue of treasury bills to Paper Currency reserve | 32·8 |
| (4) | Net receipts from Saving Bank deposits and cash certificates .. .. .. .. .. | 3·2 |
| (5) | Credits under the War Stores suspense account. | 14·1 |
| (6) | Provincial surplus.. .. .. .. .. | 1·4 |
| | Total .. | 96·2 |

The above summary refers of course to our ways and means position as a whole, *i.e.*, in India and England combined, and omits remittance transactions which merely effect the transfer of our balances from India to England, or *vice versa*. As regards our balances in England, I have already referred to the extent to which the Secretary of State has had to draw on the sterling securities in the Paper Currency Reserve in order to meet our sales of Reverse Councils. The extent to which he had to have resort to the Currency Reserve was, however, £2 million less than the Reverse Councils and gold purchases for which he had to pay ; the remainder, together with his other outgoings, *i.e.*, our ordinary home charges, he has been able to meet by means of his recoveries from the Home Government in respect of our rupee ex-

penditure on their behalf, the total amount of such recoveries during the current year being probably about £ 53 million.

(B) NEXT YEAR.

Payments of war bonds and provincial drawings.

36. I now turn to our capital liabilities and probable assets for next year. Our first important liability is the discharge of the 1921 war bonds for which we have to find 15¾ crores, and there is an undischarged balance of about ½ crore of the current year's loan for which it is necessary to make provision. Secondly, although under the Reforms Scheme irrigation is entirely a provincial subject, several provinces will need to borrow from us in order to finance the irrigation projects now in progress; some of them have also asked for loans to cover various items of *quasi*-capital expenditure. These latter we have been obliged to restrict substantially, but in the net we have undertaken to make provision for loans, including those required for irrigation purposes, aggregating a crore and three-quarters. Thirdly, the provinces expect to draw on their balances with us to the extent of 6½ crores. These three liabilities, therefore, amount to 24¼ crores.

Rupee loan.

37. Before I consider our further liabilities such as the amount to be allotted for the railway capital programme, for capital expenditure on New Delhi, and for certain other purposes, it will be convenient if I turn for a moment to the question of what provision we shall enter for our own rupee loan. We are budgeting for a rupee loan in India of 15 crores. I hope that we shall get more, but, as I shall show presently, any such excess should, I think, not be taken into our present calculations, but earmarked for a purpose which I shall mention. As regards the amount we are likely to obtain, I cannot of course say anything here as to the terms which we shall offer. We have to remember that we have been working the Indian money market assiduously for a number of years and have raised sums far beyond the dreams of pre-war financiers. We have been enabled to do this, partly as a result of public patriotism and of energetic propaganda during the war itself, and partly, and I think to a greater extent, owing to the very great trade prosperity which the war brought to India. Nevertheless, we have had gradually to advance our rate of interest. In 1914 we were borrowing on a 3½ per cent. basis; we have in successive years had to offer 4 per cent., 5 per cent., 5½ per cent. income-tax free for short-term loans, and in the current year we were obliged to offer 6 per cent. income-tax

free. Further, various Provincial Governments will probably be competing with us in the market; one of them indeed has already done so with considerable success. I do not wish to strike an undue note of pessimism here, but the House will probably agree that there is an obvious limit to the extent to which we can go on depreciating our credit. We have already suffered considerable loss of money power by the very heavy depreciation in the price of our main securities. Further, we have seen the end of the big trade boom, and there are unmistakable signs of our having already entered upon that period of trade depression which always characterises a transition from higher to lower prices. Altogether, I do not think it would be right to expect that we can hope to raise anything like the large sums which we succeeded in raising during several of the war years.

Sterling Loan.

We have, I need hardly say, also turned our attention to the feasibility of raising a sterling loan in the London market. Honourable members are probably aware of the conditions obtaining in England, and will understand the practical difficulties in the way of our raising a substantial sterling loan; nevertheless, we hope the Secretary of State will be able to effect something in this direction, and we are accordingly budgeting for a sterling loan of £5 million.

No specific provision for reduction of floating debt or deflation Currency.

38. I now turn to our remaining liabilities. I do not think I need lay stress on the necessity for freeing ourselves as early as possible from the embarrassments which follow from the present volume of our floating debt and from an inflated currency. Nevertheless, in view of the necessity for finding what money we can for the railway programme we have felt unable for the present to make any specific provision for a reduction in our floating debt, or for the cancellation of the treasury bills held in the Paper Currency Reserve, save in so far as this is automatically provided for by the Indian Paper Currency (Amendment) Act XLV of 1920. I am afraid that some of our financial critics will place their finger upon this meagre provision as being a weak point in our ways and means budget. We propose however, should the rupee loan bring in more than the 15 crores budgeted for, to devote such excess to the purpose of making a further reduction in our floating debt or of the deflation of the currency. I feel very strongly that these objects have the first call upon any surplus assets that the operations of next year may give rise to. I have already

spoken at some length on the urgent necessity for taking early step to rehabilitate our financial position. I will only add here that in my opinion the interests of the country will be best served by our concentrating our energies upon freeing ourselves as soon as possible from the financial embarrassments which are a legacy of the war. The sooner we do this, the sooner will our hands be free to make additional funds available for purposes of railway expansion, or for loan to the provinces to assist their industrial progress and development and to help them to finance the very large irrigation projects which in the course of the next few years, will, we hope, be ready for construction.

But these objects to have first call on any surplus assets.

Railways grant for next year.

39. In these conditions we have not felt justified in making provision for a railway capital programme larger than 15 crores, as against the 22½ crores programme budgeted for in the current year. Indeed we have felt some hesitation as to whether we could justly find even this figure, but anything less than this will so restrict the provision of necessary renewals, and of new rolling stock, as to react very seriously upon the carrying capacity of our railways. I am fully aware that in many circles this provision will be regarded as inadequate. I realise also that it would be a penny-wise and pound-foolish policy to kill the goose that lays for the tax-payer so many golden eggs. Nevertheless, in the opinion of Government, great as are the interest concerned in a progressive railway policy, the interests of the country as a whole are greater, and in the long run it will be to the latter's interests, and indeed, to those of the railways themselves, that we should first clear the way by putting our finances in such a position that they will in future be able to bear the burden of larger capital expenditure in various directions of development, of which railway development is no doubt the most important. Otherwise, our credit will continue to depreciate, and we shall be able to borrow less and less. Further, I would suggest to this House that, as guardians of the tax payers' interests, they cannot altogether overlook the fact that the net receipts from railways, excluding interest charges, amount at present to just under five per cent. of the total capital at charge. I do not wish to stress this point unduly; the best way of improving our railway dividend is (apart from raising fares and rates) to increase the railways' carrying capacity, and that cannot be done without an adequate supply of capital. My point is that, until we free ourselves

of the various financial embarrassments which I have mentioned, and thereby improve our credit, it is hopeless for us to expect to raise money except at a rate higher than that which the railways at present earn on their capital. As the House is aware, various schemes for enabling more money to be found for railways have been suggested in the evidence taken by Sir William Ackworth's Committee, such as raising by the railway companies, or by some Indian domiciled Companies founded to take their place, special railway debentures. We shall of course consider very carefully any recommendations that the Railway Committee may submit to us, and should any such schemes mature, no one will be more pleased than myself, but, so far as next year is concerned, I am afraid that we can only rely on the funds that Government itself can make available from its own borrowing.

Meanwhile, I must invite the House's special attention to the fact that the difference between the railway capital grant for the current year, namely, 22½ crores, and the 15 crores which we propose to fix for the coming year, is not so great as the figures might imply. This time last year, as honourable members know, we anticipated that exchange would remain above 2*s.*, and that consequently the financing of a capital grant of £22½ million would require a rupee expenditure of only 19 crores. For next year we are, as I have mentioned, assuming an average rate of exchange of 1*s.* 8*d.* This will mean that to finance a capital programme of £15 million, a rupee expenditure of 17 crores 80 lakhs will be necessary, so that, so far as actual expenditure of rupees is concerned, the difference between the two years is only just over a crore.

Delhi.

40. The only other item to which I need draw the House's attention is an entry of one crore for the Delhi capital outlay. As regards irrigation, I have already reminded the House that under the Reforms scheme irrigation projects will in future be financed by the provincial Governments concerned. If they cannot find the money from their own balances, they will either borrow the necessary capital from us (as several Governments will do in the coming year) or raise it in the open market. Although we ourselves are no longer directly concerned with the financing of irrigation projects, the House will probably be interested to know that there are now several large projects which have been some years under consideration, but the schemes for

Irrigation.

which have either reached or are approaching maturity. The two most important of these are the Sukkur barrage project and the Sardha canal in the United Provinces. There has for various causes been for several years a comparative lull in the amount of irrigation construction in progress, but before long, when the projects which I have mentioned and several others are in full construction, the amount of funds necessary to finance them will reach a considerable figure. In fact according to an estimate made some months ago, it will be necessary if the programme as at present envisaged is to be worked up to, for the various provinces to find a total sum of no less than 72 crores for irrigation during the next fifteen years.

41. Altogether, the ways and means transactions of the coming year may be summarised as follows :—

Summary of next year's transactions.

*Capital requirements.*

| | (Crores.) |
|---|---|
| (*i*) Railway capital outlay (inclusive of exchange) | 17·8 |
| (*ii*) Delhi capital outlay (inclusive of exchange).. | 1·1 |
| (*iii*) Discharge of debt (War Bonds) .. .. | 16·2 |
| (*iv*) Loans to Provincial Governments .. .. | 1·7 |
| (*v*) Drawings by Provincial Governments from their balances .. .. .. .. .. | 6·3 |
| Total .. | 43·1 |

*Resources from which met.*

| | |
|---|---|
| (*vi*) Reduction of cash balances .. .. .. | 6·6 |
| (*vii*) Rupee loan .. .. .. .. .. | 15·0 |
| *viii*) Sterling loan .. .. .. .. .. | 5·0 |
| (*ix*) Net receipts from Savings Bank Deposits and Cash Certificates .. .. .. .. | 4·2 |
| (*x*) Recovery in respect of money orders issued by Iraq Administration 1919-20 .. .. .. | 3·5 |
| (*xi*) Imperial surplus .. .. .. .. | ·8 |
| (*xii*) Net credit from exchange .. .. .. | 5·0 |
| (*xiii*) Other items .. .. .. .. .. | 3·0 |
| Total .. | 43·1 |

42. In concluding my remarks upon our ways and means operations I must say a few words regarding the Secretary of State's position next year. This is a matter which at the present time is of particular interest and importance, because of its bearing upon the future course of exchange. We anticipate that the total expenditure which the Secretary of State will have to meet in London will be about £ 46 million. Now it will be obvious at once to honourable members that if it were necessary next year to put the Secretary of State in funds by means of the sale of Council Bills in London, such Council Bills, if sold to any large extent, would act as a very severe deterrent to any recovery in exchange which the trade conditions of next year might otherwise lead to. Fortunately we do not anticipate that, humanly speaking, there will be any necessity for the sale of Council Bills during the year. In the first place, we shall be recovering from the War Office about £ 20 million in respect of rupee disbursements made by us on their behalf. From his own cash balances and from certain other sources the Secretary of State will probably be able to find another £ 12 million. We also hope, as I have already stated, that he will be able to raise a sterling loan of about £ 5 million. He will need therefore a further £ 8¾ million. Now what is the position as regards our sterling reserves ? We have some £ 8 million in the Paper Currency Reserve and no less than £ 38 million in the Gold Standard Reserve. It is obvious, therefore, that the Secretary of State, by operating on those reserves, *i.e.*, by transferring them to India, should be able to avoid the sale of Councils for a considerable period. He would draw upon those reserves in London, while we should credit thereto in India an equivalent amount of rupees, the net result being a transfer of the reserves, to that extent, from England to India. During the next financial year we expect, as I have said, that he will only have to place himself in funds from these reserves to the extent of £ 8¾ million, and this can be found almost entirely from the Paper Currency Reserve.

Secretary of State's cash position.

Use of sterling reserves.

43. A year ago we were being criticised very severely for supporting exchange, at the high level then existing, by the sale of Reverse Councils. More recently we have been criticised in several quarters for not making use of the Gold Standard Reserve to stabilise exchange at the level to which it has subsequently fallen. Our more recent critics point out that the very *raison d'etre* of the Gold Standard

Effect upon exchange.

Reserve is to support exchange. I entirely agree. My reply is that the best and most effective way of utilising that reserve is in order to keep the Secretary of State in funds and to avoid his having to sell Councils at a low rate of exchange. When one considers that the Secretary of State has over £ 46 million of sterling reserves, apart from his cash balances and apart from any other assets that may accrue to him in England, there is surely some justification for a refusal to feel unduly pessimistic about the future course of exchange. For unless it be contended, and I have not yet heard the assertion made, that the balance of trade has now set permanently against India, and if it be agreed that the present trade conditions are highly abnormal, then it can only be a question of time before a return commences towards a more normal state of affairs. When that happens there must be a balance of trade in India's favour and unless that balance be satisfied by the sale of Council Bills exchange must rise. Then, and not till then, will in our opinion be the psychological moment to make full use of our sterling reserves, rather than to dissipate these now in efforts to stabilise exchange at some rate which from the very nature of the existing conditions of the world's trade, could not be made permanent. If there is one lesson that can be drawn from the events of 1920 it is surely this ; if, as we are told, a mistake was made last year in endeavouring to stabilise exchange when conditions were so abnormal, let us not repeat that mistake by trying to do a similar thing when, owing to a violent swing of the pendulum, the converse position is equally abnormal.

## Conclusion.

44. I have concluded my task. For the deficit of the present year the House, knowing the facts regarding the unusual expenditure which we have had to incur on the frontier, and on heavy increases of pay to all our establishments, was not I think unprepared. I can appreciate its disappointment at finding that our deficit for the coming year will be so heavy as to involve taxation on the scale which I have had to propose. My own personal feelings must, I am aware, at such a moment count for little. But for myself, the regret which I feel is not at having to announce a deficit or propose fresh taxation : my regret is that this Assembly should at the outset of its career be forced to face problems for which I feel that

it can find no solution which will not bring it some unpopularity in the country. I believe whole-heartedly that the immediate political future of India depends on the strengthening and consolidation of the forces now represented in this Assembly. It is an unkind stroke of fate that circumstances should force us to place on this Assembly a burden which would be no easy one for a body occupying a position compacted by tradition and fortified by a long career of national service. But regrets will not cure hard facts. Circumstances have turned against us, as they have turned against so many countries in the last year, and the circumstances must be faced. But let us bear in mind, that in proportion as we confront our present difficulties with courage and with breadth of vision, by so much shall we justify this, the first Imperial Assembly, to those who will come after us, the future Assemblies of a greater India.

W. M. HAILEY.

*The 1st March* 1921.

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## THE INDIAN WIRELESS TELEGRAPHY (SHIPPING) BILL.

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*Extract from the Proceedings of a Meeting of the Indian Legislative Council held at Simla on Friday, the 27th August* 1920.

THE HON'BLE MR. A. H. FROOM :—" My Lord, there is little doubt, I think, that this Bill, which has for its object the additional security of passengers and crews travelling on vessels registered in British India, will commend itself to all the members of this Council. This Bill, however, has been before us but a short time and there may be one or two points of detail which require careful investigation and possibly may necessitate the introduction of one or two minor amendments of a non-contentious character. I venture therefore to suggest, my Lord, that when determining the date for the introduction of this Bill for the consideration of Council the Hon'ble Member in charge should allow sufficient time for any suggestions to reach us from the various ports of this country after the Bill has been published in the *Gazette of India*."

THE HON'BLE SIR G. S. BARNES :—" My Lord, I am prepared to meet the Hon'ble Member, but I should like to inquire from him what time would in his opinion be sufficient for the enquiry he desires to make. I move for leave to introduce the Bill."

The motion was put and agreed to.

*Extract from the Proceedings of a Meeting of the Indian Legislative Council held at Simla on Thursday, the 16th September* 1920.

THE HON'BLE MR. A. H. FROOM :—" My Lord, the interval considerately allowed by the Hon'ble Member since the introduction of this Bill has enabled us to make representations to the various ports n India, and I should like to say now that I have received no criticisms at all and I look upon the Bill as being an entirely necessary measure.

" As regards the time to which the Hon'ble Member referred, I would merely like to ask that not less than six months should be allowed to enable vessels registered in British India, which have not wireless installations already, to complete their equipment."

THE HON'BLE SIR GEORGE BARNES :—" My Lord, in reply to the Hon'ble Member, I can give him an assurance that the time he asks for will be allowed to enable vessels to comply with the provisions of the Act.

" I now beg to move that the Bill be taken into consideration."

The motion was put and agreed to.

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## THE INDIAN COINAGE (AMENDMENT) BILL.

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*Extract from the Proceedings of a Meeting of the Indian Legislative Council held at Simla on Tuesday, the 31st August* 1920.

THE HON'BLE MR. A. H. FROOM :—" My Lord, similar to the manner in which the Hon'ble Mr. Murray opened his speech, I have feelings

of regret that I cannot support the first amendment made by the Hon'ble Mr. Tata from Bombay, in this Council. My regret is further accentuated because we both come from Bombay and I may lay claim to a friendship extending over a considerable number of years.

"I do not propose to dwell at any length on exchange. Exchange is a problem that I do not pretend to be an expert on. I do not think many people are. But in moving this amendment I do not think that the Hon'ble Mr. Tata can lay claim to any want of consideration on the part of Government in the matter of time. As the Hon'ble Mr. Murray has pointed out, we first of all heard of this Coinage Act away back in June, and it was again referred to in the first announcement of the Agenda of this Council session, which I think was in July. Also the Hon'ble Member in charge of the Finance Department has visited Bombay at least on two occasions since my return from England in February last, and that I think in itself suffices to show that Government have no wish to push this Bill through without giving the commercial community every opportunity of discussing it with the Finance Department. In the Bombay Chamber of Commerce we had many discussions. The conclusions we arrived at I do not pretend to say were altogether final, but we had an opportunity of hearing the Hon'ble Member's views, and I understand that when he visited Bombay and did the Bombay Chamber of Commerce the honour of calling upon them, at the same time he visited the Indian Chamber of Commerce; I believe I am correct in this, my Lord. Therefore it cannot be said, so far as Bombay is concerned—and I take it the same remark applies to other parts of the country,—that everybody has not had an opportunity of studying this Bill. Perhaps I am wrong in saying '*studying* this Bill.' I should be wrong in saying so were the Bill of enormous length; but the Bill before us is a very short, simple one, and it only contains what we all knew was coming. If it had been a long and abstruse Bill there might be more to say for an amendment for postponing it; but it is one of the shortest Bills I have ever seen.

"The Hon'ble Mr. Murray, in his very interesting speech, has touched on the question of exports and imports, and I do not therefore propose to deal with it at any length now. As regards imports,

of course, a two-shilling exchange is greatly in favour of this country, and the masses get their piece-goods and cloth which they may purchase from England, at a very much cheaper rate than if the rupee were at 1*s.* 4*d.* In referring to piece-goods, the Hon'ble Mr. Murray pointed out that this article forms a large proportion of the imports into India, and I think the fact that the mass of the people of this country are able to benefit by a two-shilling rupee in buying cloth from England must have a competitive effect on the price of cloth manufactured in this country. This I suppose might therefore be regarded as a benefit.

"As regards exports, I do not think that the higher rate of the rupee, as compared with what it was for many years, will have any deteriorating effect.

"When I was at home last year I found that in buying things I had to pay three or four times as much as formerly. From an exchange point of view the advance in the price of Indian products amounts to only 50 per cent. In other words for Rs. 15 worth of products for which at home they had to pay a pound formerly, the people in England will now have to pay 30 shillings. I do not think it follows that the cultivator in India will have to take less than Rs. 15. The other point as regards the profit made by the middleman is one I do not propose to discuss here.

"I do not think I have anything further to say in regard to this Bill. The only point that has not been touched on apparently is that at the present time, I believe I am correct in saying the sovereign is not legal tender in this country. I take it that the Government's point of view is that this should be remedied at as early a date as possible, and I think too that this is desirable. If this amendment were carried we should go on, perhaps till next February or March, with the sovereign not legal tender. If the sovereign is fixed at Rs. 10 a pound, I cannot see that any exception can be taken, having regard to the present price of silver at 61 pence. I believe I am correct in saying that with silver at 61 pence the value of the rupee is in the neighbourhood of 1*s.* 10*d.* With these remarks, my Lord, I cannot support the amendment."

## THE INDIAN INCOME-TAX (BUSINESS PREMISES) BILL.

*Extract from the Proceedings of a Meeting of the Indian Legislative Council held at Simla on Thursday, the 2nd September* 1920.

THE HON'BLE MR. A. H. FROOM :—"My Lord, in spite of the explanation we have heard from the Hon'ble Sir George Lowndes in connection with this Bill—in addition to the explanation we first had from the Hon'ble the Finance Member—I cannot help suporting the Hon'ble Mr. Murray especially on his first point, that this Bill should have been in our hands some time before we actually got it. Personally I received it at a late hour last night. We do not question the statement in the Statement of Objects and Reasons that there is an ambiguity in section 8 of the Indian Income-tax Act, 1918, but what I think the public are entitled to is that they should have an opportunity of studying and possibly of criticising proposed legislation to remove the ambiguity.

"If there is sufficient time to receive replies from the various commercial communities and the replies convey no objection to the Bill, no doubt it will go through this session. In referring to the time we require the Hon'ble Sir George Lowndes remarked that surely a fortnight would be sufficient to get the opinions of the commercial communities and of the public generally. I would point out here that a longer time than a fortnight has elapsed in placing this Bill in our hands. It is not easy to get round all the commercial communities in big cities like Calcutta and Bombay in a very short period, they do not sit in one office, you have to circularise them. Still I hope we shall receive in time replies to the telegrams which the Hon'ble the Finance Member proposes to send."

## RESOLUTION *RE* REPEAL OF CERTAIN REPRESSIVE LAWS.

*Extract from the Proceedings of a Meeting of the Council of State held at Delhi on Monday, the 14th February* 1921.

THE HONOURABLE MR. FROOM :—Sir, in a few words, I should like to support the Honourable Mr. Sastri's Resolution which, I think,

will appeal to all the Members of this Council as the most correct method of dealing with a matter which admittedly has been a source of irritation and grievance to the people of this country.

I congratulate the Honourable Mr. Sastri on his eloquent and able speech which was in complete accord with the dignity of this Council, a dignity which, I think, we are all agreed and anxious should be upheld.

In supporting the Resolution, I must of necessity disagree with the Honourable Mr. Khaparde's amendment. If I heard him aright, I think the Honourable Mr. Khaparde expounded the theory that if a man goes wrong, let him go completely wrong. Well, I appeal to the Members of this Council to save the Honourable Member from going completely wrong on this occasion by supporting the Honourable Mr. Sastri's Resolution, which I contend is the entirely correct method of dealing with a very difficult question.

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## RESOLUTION *RE* WASHINGTON CONFERENCE—HOURS OF WORK IN INDUSTRIAL UNDERTAKINGS.

*Extracts from the proceedings of a Meeting of the Council of State held at Delhi on Monday, the 21st February* 1921.

THE HONOURABLE MR. A. H. FROOM :—Sir, I merely wish to express my cordial support to this Resolution which has been so ably and lucidly placed before us by the Honourable Member.

* * * *

THE HONOURABLE MR. A. H. FROOM :—Mr. President, at the outset of the few remarks which I have to make on this important question, I wish to say that I have no direct interest in the employment of children in factories. I merely refer to this because I come from the city of Bombay which bristles with the mill industry, and it might be thought perhaps that I was interested in mills. Unfortunately, I do not even hold any shares in mills—I wish I did. In the factory in Bombay with which I am connected, we do not employ children,

the reason being that after skilled labour the work that we do in our factory is of a heavy nature, and it requires the strength of a man and is not suitable to children. I think, therefore, that I may claim to be in a position to discuss this matter free from any *ex parte* view of it.

To my mind the whole question of the minimum age which children must attain before being allowed to work in factories in this country is closely wrapped up in, and chiefly dependent on, the question of their education. And I must here differ from the Honourable Mr. Chatterjee. Were the legislation in this country such as to afford free and compulsory education, say up to the age of 12, then I would at once agree that the minimum age of 12 was a fitting one for the purposes of the Factory Act. However, we have no compulsory education; so we cannot look at this question from that point of view. I have heard it stated that the best way to secure compulsory education is to exclude as many children as possible from the factories and to let them run about the streets wild until presumably the unhappiness of their lot is such as to call forth a big shout from the public for compulsory education at any cost. This suggestion was sufficiently ingenious, but I do not think it is a practical one. You might as well try and force compulsory vaccination on the people of India by introducing an epidemic of, say, small-pox in a virulent form. As I have said, had we compulsory education in this country, I would support the Resolution introduced by the Honourable Member. But we have not any such thing; so the question must be looked at from another point of view.

It occurs to me there are at least four points of view to be considered. First that of the Government who are anxious to ratify the draft Convention of the Washington Conference. Then we have that of the employers. Then we have the parents of the children and lastly we have the children themselves.

I will take the case of the employers first. The proposal to raise the minimum age of children from 9 to 12 must of necessity cause considerable inconvenience in the large factories, and I am not at all surprised at Government finding, as they apparently expected to find and say they have found, strong opposition to the proposal. I

will go further and say that I am astonished to find that the employers were ready to meet them more than half way by agreeing to the age of 11, and I think that Government might well be advised to accept this compromise which comes two-thirds of the way to meet them.

Next, I will take the point of view of the parents of the children. This, I think, might at once be summed up in the word 'money.' The children earn fair wages in the mills in which they are employed, and their earnings go to assist the incomes of their parents. I am not putting this forward as a right argument for the employment of young children in factories, and I fully agree with the Honourable Mr. Chatterjee's remarks in this connection, but I feel sure that it will be the view of the parents and that there will be considerable dissatisfaction felt at this increase of the age minimum from 9 to 12 and on that account I think that a compromise at 11 would not be disadvantageous.

Next I will take the point of view of Government, and their point of view appears to be chiefly influenced by a desire, as a Member of the League of Nations, to ratify the draft Convention of the Washington Conference. The Honourable Member moving this amendment, my friend Sir Alexander Murray, has dealt fully with this point and has explained clearly how Article 6 of the draft Convention has been introduced in spite of the recommendation to the contrary of the special sub-committee appointed to deal with the minimum age of child labour in Oriental countries, and I do not propose to discuss this aspect of the question further. I will merely ask that Honourable Members of this Council should weigh fully the remarks of the Honourable Sir Alexander Murray in this connection. It appears to me that the Washington Conference did not expect the Government of India to accept the minimum age-limit of 12 years without previously ascertaining that it was agreeable to the people of India generally.

Lastly, we come to the point of view of the children themselves, and I think this is the one which should carry most weight with us. I do not mean that we should call for an expression of opinion from the children, but that we should see where their best interests lie in this matter. If there were compulsory education facilities all over the

country, I should at once plump for the minimum age of 12, provided that the educational facilities held good up to the age of 12. But there are not and for that reason chiefly I give my support to the compromise age of 11. I feel sure that in the absence of healthy school dwellings children in the industrial districts of this country are better off employed in light work than in being allowed to run about the streets unchecked and under no discipline, or to remain during the monsoon months of the year in their homes, the hygienic conditions of which leave very much to be desired. I heard yesterday a reference made to the prevalence of phthisis among the mill hands in Bombay, and it was suggested that this was due to the employment of children at an early age. Well, I am not a doctor or a medical man, but I very much doubt whether in the modern and up-to-date mills of Bombay, and of Calcutta too for the matter of that, children suffer as much harm working in them for 6 hours a day as they do by remaining in their own, in many cases, insanitary dwellings. In adopting the minimum age of 12, Government will have against them the employers, the parents of the children and very likely the children themselves ; and I would strongly advocate the *via media* of 11 years. We can say to the Washington Conference that we are not sufficiently advanced as regards matters of education in this country to adopt the recommendation of 12 years, but are prepared to agree to 11, and further to undertake to re-examine this question when the educational facilities which must come in this country are further advanced. Sir, I earnestly recommend to the Members of this Council the acceptance of the Hon'ble Sir Alexander Murray's amendment.

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## RESOLUTION *RE* EXPORT OF FOOD-GRAINS.

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*Extract from the Proceedings of a Meeting of the Council of State held at Delhi on Wednesday the 9th March* 1921.

THE HONOURABLE MR. FROOM :—Sir, when I came to this Council to-day I did not intend to speak on this subject, because I thought that it would be only right to keep away from it any commercial aspect. We do not want to profit over this question of the removal of food-stuffs. I would rather hear the views of the

other Honourable Members of this Council and the reply of the Honourable Member in charge of Revenue and Agriculture. But I cannot help rising to place before the Council one point which, if I may be allowed to say so, I think the Honourable Member has viewed from an entirely wrong standpoint. I will only take up the time of the Council on this one point. First of all, we all know and we have been told many times that the Government are anxious to get rid of this control. Then, some six months ago, the Government announced the release of 400,000 tons of wheat. Up to date only 250,000 have been shipped. From that the Honourable Member adduces that either sellers are holding back for higher prices or that there is not sufficient wheat to go abroad. I do not think that is the lesson we should learn. The lesson we should learn is that there is no demand from Europe and my point is are you going to release this control over the export of food-stuffs when all the other countries are rushing to get it, or is not this the time to do so, when there is no demand ? This is the point for the Council to consider. There is no demand from European countries by reason of financial crises and financial stringency—I know that from the business with which I am concerned, so I can speak with authority on this point. Is not this the time to release the control which the Government is so anxious to get rid of ? I contend that it is the time. I do not wish to discuss any other point.

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## RESOLUTION *RE* EXCHANGE SITUATION.

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*Extract from the Proceedings of a Meeting of the Council of State held at Delhi on Thursday, the 17th March* 1921.

THE HONOURABLE MR. A. H. FROOM :—Sir, I listened with a considerable amount of pleasure to the speech of the Honourable Mover as we all know that exchange and the many questions connected with it have been the object of his careful study for years, and I think that what we have heard from him to-day has been a pleasure to all of us to listen to. Whether we agree with him entirely in his views is perhaps another matter.

I am afraid that I am not convinced that there is any necessity for a Committee—at the present juncture—at any rate. I listened with a certain amount of amazement to the Honourable Member's speech in one respect. He proposed this Committee, and then to a certain degree proceeded to show that it would be rather useless—perhaps that may be putting it a little too strongly—but he proceeded to show what difficulties it would be attended with, and I quite agree with that view, namely, that any Committee appointed now would find obstacles which it is very difficult for us in this Chamber to imagine, such would be their magnitude.

The Honourable Mover referred to Governmen tdropping their policy in connection with Reverse Councils some time ago. I am sure Government regretted that they had to drop tha policy, or rather, the circumstances that required them to drop tha policy. A few of us indeed would have liked to see the policy dropped a little earlier than it was. Then look at the divergencies of views on that policy. When the Government were selling Reverse Councils, there were shrieks all over the country. When they stopped selling Reverse Councils, the cry arose, 'Why do you not sell Reverse Councils.' So my sympathies are with the Government to some extent as regards that question.

Then when I was up at Simla last autumn in the Legislative Council an Honourable Member got up and said, 'This high exchange is a great drag on the export trade; a dreadful thing for the export trade. Now that you have got a low exchange, where is your export trade?

I just mention these instances to show you, gentlemen, how difficult this question is; and how if you adopt one exchange policy to-day, circumstances may arise so that you may have regretfully to drop it in a few months' time and to look at the whole matter in a different way altogether.

Now, there is another point, perhaps I shall be corrected if I am wrong. There are representations from certain quarters as to the losses people are incurring owing to the low exchange. Did these people make any profits when exchange began to rise? I am not quite satisfied they did not? Why, of course they did. Human

nature is human nature. You forget the profits you make and you only recognise the losses. Another point in connection with this is that there are two kinds of losses. One is when a merchant looks to make a profit and he does not. He calls it a loss. The next kind is actual loss which a man incurs. I am not certain that in looking at this import question and in making representations to Government, the merchants have taken into consideration the profits they must have made when exchange began to rise.

There is still another aspect which, I think, we are inclined to lose sight of; India was extremely fortunate in escaping the consequences of the war. In comparison with other countries, India has been more than fortunate, and if at the present time we are experiencing some disturbance which we might regard as the aftermath of the war, I think we should keep well before us that we are in a very much better position than most of the other countries of the world, or many of them. India has been exceptionally fortunate in that respect, and we must expect some of these disturbances. We did not hope to get them, but we have got them at the present time.

Now as regards Committees: a Committee is formed and then makes its recommendations, as my Honourable friend from Calcutta pointed out, for you to accept them or not accept them. If you accept them, then you are subjecting yourself to a control, or a species of control in another form, and I object to control altogether. It was necessary during the war, no doubt, but it will be remembered that not very long ago we voiced our objection to control in a certain trade, and I object to control altogether so far as it can be avoided. Well, then, i we suggest that another Committee should be formed, they must in due course make recommendations. What is the use of our suggesting that this Committee should be formed, if, when their recommendations are made, as I suppose they would be made, by men of experience in finance, we do not accept them. When we say 'Let us have a Committee' we bind ourselves to accept their recommendations, and if we accept their recommendations, then I say we shall be introducing another form of control which I dislike intensely.

I do not think I have very much more to say. I do not propose to go into the figures. I listened with very great interest to my Honourable friend from Calcutta, but I should like to make one further reference, and that is to the views of the Bombay Chamber of Commerce. We expressed our views not very long ago in a letter to Government on this whole question, or part of the question. That letter was published in the papers, and no doubt all you gentlemen have seen it. In our opinion, the only salvation for the country in this matter of exchange is the revival of trade. I am sure that is the only thing that will help the present situation. By the revival of trade I mean the revival of exports, and in connection with the revival of exports, many other conditions are bound up with it, such as getting your railways in good order, which I have no doubt Government are keeping well before them. You cannot have a revival of exports unless you can move your produce about from one part of the country to another. We have had difficulties about moving coal, and goodness knows what we are going to do if we have a revival of exports next year.

Our only salvation, I repeat, is in a revival of exports, for you must have a balance of trade in favour of the country in order that the country may be in a flourishing condition. I have nothing further to say. I am afraid I can not support the Honourable Member's Resolution to appoint another Committee, which, as I have already explained, spells to me only another form of control.

## FINANCE BILL.

*Extract from the Proceedings of a Meeting of the Council of State held at Delhi on Wednesday the 23rd March* 1921.

THE HONOURABLE MR. A. H. FROOM: Sir, I rise to oppose this amendment and at the outset I should like to say that I much dislike this reintroduction in India of the half tola weight for letters. I hoped that when it was done away with some years ago, we should not see it back in India again. It introduces bad paper which I contend is a nuisance to everybody. It is a nuisance from the commercial point of view. I should not want to press the commercial point of view on Honourable Members of this Council if I thought that we were

adding to the hardships of the poor man. I hope to show to Honourable Members later that no hardship is involved to that class. There is another point, and that is the point of view of the Post Office. This, I think, is a point we should not dismiss too lightly. We had a discussion this morning on the question of administrative difficulty, and we were told that we, here, have nothing to do with the administration of the various departments. But as the Honourable Mr. Cook has pointed out to us where there are the difficulties of administration they reflect on the public. I contend that if you have this half tola weight for half an anna, the work of the Post Office will be increased enormously. We will have delays in the Post Office. We complain of delays now, and there will be still further delays. I am very much against the introduction of any system which will tend to increase the work of the Post Office. In no other country, I think, is the minimum letter weight as low as half a tola. I think the ounce is about the smallest. Even a tola is less than an ounce, and half a tola will be considerably less.

Before I continue my remarks may I inquire of the Honourable the Finance Member if he would let me know whether he will obtain sufficient money if this amendment is passed.

THE HONOURABLE MR. E. M. COOK: The effect of the Honourable Mr. Khaparde's amendment is Rs. 20 lakhs better than the Honourable Sir Maneckji Dadabhoy's. In other words, the Rs. 44 lakhs that I mentioned this morning as being in the nature of a surplus of something in hand, would be turned into 22 lakhs.

THE HONOURABLE MR. A. H. FROOM: I thank the Honourable Mr. Cook for explaining this at this juncture. Well, Sir, to continue, I contend that it is reasonable to expect the Post Office to pay its way. Personally my own view is that it would be equally reasonable to expect the Post Office to pay us something which would lie to the credit side of the revenue. But I will not enlarge on that too much. I will stick to my point, that I think it is reasonable that the Post Office should be looked upon to pay its way. We have been told to-day that the Finance Department, or rather the other House, has effected a saving of something like Rs. 44 lakhs, by the way in which the Bill has been dealt with in the other place. But I do not see why the whole or any part of this saving should be credited to the Post

Office any more than to the Tariff or to Customs or Exchange, or to anything else. Why should the savings all go to the Post Office? This is a point I should like Honourable Members to consider very carefully. I hold most strongly that that Department should be expected to show a profit. Postage is very far reaching, and everybody in this country, rich and poor, high and low, all contribute something towards it, and I should be very sorry to see the Post Office run at a loss and be supplemented by other receipts from the tax-payers.

Then, Sir, I will not detain the Council very long—there is another point I should like to refer to before I sit down, and that is the question of the 'poor man.' We have heard this question of the 'poor man' introduced in this Council on many occasions. It is a flag which some Honourable Members are in the habit of waving very frequently. Now I should like any Honourable Member to get up and point out to me whether the 'poor man' will suffer greatly from the minimum weight for letters being kept at one tola with a slight increase in the rate. We have already heard from the Honourable Mr. Cook that Government are prepared to accept the amendment for nine pies for the first tola. I will just ask the attention of the Honourable Members for a minute to the increase of three pies. There are some people who write more than half a tola and for this increase of three pies, they will get the benefit of another half a tola. Now to revert to the poor man. How many letters a year do Honourable Members think a poor man writes? I am talking of the very poor man. I suggest one a fortnight.

(Voices of 'one a week.')

Well, calculating roughly on that basis, I arrive at about 12 or 13 annas a year. This is all the extra that the poor man would have to pay towards the postal revenue of the country. That is roughly speaking one anna a month. Is that a hardship? I am sure it would not be a hardship in the province from which I come. In the case of the poor man in Bombay, the wages have gone up 100 per cent. In other parts of the country the increase has not gone quite so high but so far as Bombay is concerned I decline to believe, gentlemen, that an extra anna a month is going to prove

a hardship. I do not think I have got very much more to say. Of course we want to keep before us the interests of the poor man, but the revenue that we should get from this increased postage is not going to affect him. It will come mostly from the commercial people and the well-to-do classes. They must look to pay this extra revenue if the post office is to be run without loss. For these reasons I cannot support the amendment of my honourable friend Mr. Khaparde.

## PORT TRUST BILL.

*Extract from the Proceedings of a Meeting of the Bombay Legislative Council held at Poona on Wednesday the 4th August* 1920.

THE HONOURABLE MR. H. P. W. MACNAGHTEN : Your Excellency,—I rise to oppose this motion for adjournment, as my constituents are most anxious that there should be no delay in providing proper hotel accommodation in Bombay. After what previous Honourable Members have said, I do not think it necessary to enlarge upon the inadequacy of the present hotel accommodation. After the Honourable Mr. Webb's moving speech, there is nothing more to be said on the subject, except that I believe a certain officer not so ingenious as the Honourable Mr. Webb, was driven, for want of hotel accommodation, to accept the hospitality of His Majesty in a police cell. This, Your Excellency, is due to the amount of travelling in India of the residents, whether Indian or European. We have not yet had an influx of visitors into India such as we may reasonably hope to welcome in the course of the next few years.

The Honourable Mr. Purshotamdas Thakurdas gave us, I think, to understand that it is best for all concerned that passengers passing through Bombay should step direct from the steamer to the train, and be whisked upcountry to their destination, with as little delay as possible. I am afraid that I am not capable of the cynicism which describes every visitor to the country as a globe-trotter, and does as little as possible to make him welcome. I am proud of the Presidency town in which I and my family have been resident for five generations, and I should like everybody to have an opportunity of finding himself welcomed in Bombay to share my admiration for the city. I want Bombay to extend a welcome to all the world, the East and the West

and not to look upon itself as a necessary but unpleasant halting place by the way. For this purpose, Bombay needs a growing supply of hotel accommodation. So far from that being the case, I think, the last two years have seen the closing down of at least one first class hotel, and I believe, encroachment is contemplated on another hotel. The reason is obvious. At present, the building of hotels in Bombay is a dual speculation. It is very doubtful whether it is worthwhile, under the present conditions of the prices of both land and building material, to contemplate the expenditure of Rs. 500 or Rs. 600 a square yard for your building site, and to build a hotel upon that, and for that reason both private syndicates and the railway companies who, I agree with Honourable Members, are the people to whom one would otherwise look for the building of hotels, have been deterred from building by the fact of the very great cost of the land, which makes a hotel a very doubtful speculation. The best sites in Bombay are still in the possession of the Port Trust, and the Port Trust finds itself in a dilemma. If a hotel is needed, it can only either build one departmentally for itself, or cede the land at a price very much below the present market rate as a concession to some private syndicate. Of the two alternatives, Your Excellency, I consider that the maintaining of a hotel departmentally is the best. I do not like the idea of giving as a favour to any private syndicate or even to any railway company a large block of land at very much below the market price, for an indefinite period. Therefore, Your Excellency, it seems to my that the only alternative that we can adopt is to support this bill, and give the Port Trust the power of maintaining a hotel departmentally. I am sorry that there is going to be the delay that appears now to be inevitable, because I should have wished that some temporary accommodation would have been made available for the coming cold weather. That appears, by the postponement of this bill to the September session, to be now out of the question. I am very reluctant that this bill should be postponed, after the first reading, to the September session, in the interests of my constituents.

## CATTLE QUESTION : COMMITTEE.

*Extract from the Proceedings of a Meeting of the Bombay Legislative Council held at Poona on Tuesday the 28th September* 1920.

THE HONOURABLE MR. H. P. W. MACNAGHTEN :—Mr. President,—May I say a few words on the technical side of the question at present

before the Council ? I entirely agree with everything that has been said in support of this resolution. There is nothing that is more important to this country, and to this Presidency in particular, than the supply of cattle, which is absolutely necessary for the provision of milk and ghee to the poorer classes and for the agriculture of this province. But, at the same time, I should like to say that I consider that any question of appointing a committee to go into the difficulties that have arisen seems to me certain to lead to trouble, and it is likely will not lead to any good results. To legislate on the question of killing milch cattle seems to me a very difficult matter. It is purely an economic question, and any one who is in the habit of killing his milch cattle before they have gone barren ought to be punished by being sent to a lunatic asylum and to no other destination. But it is a very difficult economic question which cannot be settled by legislation pure and simple. It is a different problem in every district, and a different problem in regard to every single animal that comes up for slaughter in this manner. The passing authority will have no notion as to the particular position of the animal which comes up to be passed for slaughter. It may be that there are special circumstances involved, which render the animal in consideration unprofitable. That must be a matter solely for the owner to decide, and to appoint a committee to go into the different circumstances that arise all over India seems to me to be a very slow method of dealing with the case.

Sir, there is only one solution that I can find to the difficulties that arise in connection with cattle, and that is, not that we should be asking the help of Government, but that the wealthy gentlemen of this province should do what wealthy gentlemen have done all over Europe to improve the breed of cattle and horses in their respective countries. It can be done, and it can only be done on a moderate scale by wealthy people, who are prepared to lose a certain amount of money, but who may make a very great deal of money in the process for themselves subsequently. But they must risk a certain amount of money to do so. To ask for the help of Government seems to me to be very dangerous, at any rate, to rely entirely upon the help of Government. The Honourable Mr. Purshotamdas Thakurdas, when he was speaking on the question of the Port Trust hotel, pointed out to us that the Port Trust could not manage a hotel as economically

as a private individual who wished to make a profit out of it. That is perfectly true, and if that applies to a hotel, it applies very much more to cattle breeding, which must be taken up as a hobby if it is to be a success, and if it is to be profitable.

I hope that this debate will lead to a very great number of gentlemen supporting the cause of cattle breeding very much more enthusiastically than has been done in the past, and I think that that is the only way in which the cattle of the Presidency can be put on a proper footing again.

# FINANCIAL STATISTICS.

| NOTE ISSUE. | Rs. |
|---|---|
| Total Amount of Notes in circulation on the 31st December 1920 ... ... ... ... | 1,61,40,08,150 |
| Deduct withdrawn from circulation by Foreign Circles and in course of remittance to Circles of Issue ... ... ... | ..... |
| Total Rs. ... | 1,61,40,08,150 |

| RESERVE. | Rs. |
|---|---|
| Gold Coin and Bullion in India ... ... | 23,88,89,782 |
| " " " " " England ... ... | ..... |
| Silver Coin in India ... ... ... ... | 57,13,68,662 |
| " Bullion under Coinage in India ... | 8,96,36,159 |
| Gold Coin and Bullion held in the United States of America and in transit herefrom. | .. ... |
| Gold Coins and Bullion in transit between India, England and His Majisty's Dominions | ..... |
| Securities held in India (Purchase Price) ... | (a) 68,07,15,946 |
| " " " England (Purchase Price) ... | (b) 8,34,97,611 |
| | 1,61,40,08,150 |
| *Deduct*—Amount due on T. Ts. drawn by one Circle on another ... ... ... ... | ..... |
| Total Rs. ... | 1,61,40,08,150 |

(a) Nominal Value Rs. 10,20,81,900 of rupee paper and Rs. 61,26,00,000 Indian Treasury Bills.
(b) Nominal Value Rs. 8,48,10,000 British Treasury Bills.

| BALANCE OF THE GOLD STANDARD RESERVE | £ |
|---|---|
| on the 30th November 1920 in England amounted to ... ... ... ... ... | 37,835,906 |
| Total £ ... | 37,835,906 |

| | £ |
|---|---|
| Gold in India ... ... ... ... ... | *Nil.* |
| Cash at the Bank of England ... ... ... | 217 |
| British Government Securities (value as on 30th September 1919) ... ... ... | 18,610,477 |
| British Government Securities since purchased ... ... ... ... ... ... | 19,225,212 |
| Total £ ... | 37,835,906 |

| COUNCIL BILLS. | £ |
|---|---|
| Amount estimated in the Financial Statement to be remitted to the Secretary of State during 1920-21 ... ... ... ... | ..... .. |

| | £ |
|---|---|
| Remitted from 1st April 1920 to 31st March 1921—By Council Bills ... ... ... | ..... |

| | | |
|---|---|---|
| BALANCE IN THE RESERVE TREASURIES of the Government of India on the 31st December 1920 ... ... .. ... | Rs. | 79,80,000 |
| BALANCE HELD IN CASH IN THE CIVIL TREASURIES of the Government of India and at the credit of Government in the Presidency Banks and their Branches on the 31st December 1916 ... | Rs. | 14,59,72,000 |
| ,, ,, ,, ,, ,, ,, ,, 1917 ... | ,, | 16,79,48,000 |
| ,, ,, ,, ,, ,, ,, ,, 1918 ... | ,, | 14,67,65,000 |
| ,, ,, ,, ,, ,, ,, ,, 1919 ... | ,, | 14,05,18,300 |
| ,, ,, ,, ,, ,, ,, ,, 1920 ... | ,, | 15,15,48,000 |

| COINAGE OF SILVER IN INDIA—(Bombay and Calcutta Mints). | Official year, 1917-18. | Official year, 1918-19 | Official year, 1919-20. |
|---|---|---|---|
| Whole Rupees and Small Coins ... ... ... ... | Rs. 23,87,07,287 | Rs. 52,05,35,309 | Rs. 37,72,19,758 |

| | | |
|---|---|---|
| NET PROFIT ON COINAGE for the year ending 31st December 1920 | Rs. | Nil. |

| | | |
|---|---|---|
| | | Rs. |
| AMOUNT OF GOVERNMENT PROMISSORY NOTES standing on the London Registers at the end of March 1916... ... ... | | 8,82,51,650 |
| ,, ,, ,, ,, ,, ,, ,, ,, ,, 1917... ... ... | | 8,30,41,600 |
| ,, ,, ,, ,, ,, ,, ,, ,, ,, 1918... ... ... | | 7,47,56,300 |
| ,, ,, ,, ,, ,, ,, ,, ,, ,, 1919... ... ... | | 8,17,20,775 |
| ,, ,, ,, ,, ,, ,, ,, ,, ,, 1920 .. ... ... | | 6,82,83,775 |
| ,, ,, ,, ,, ,, ,, ,, ,, ,, 1921... ... ... | | 6,26,64,525 |

*STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened.*

| Calendar Year. | Total Miles of Railway opened. | Official Year. | Merchandise. | Treasure. | Total Merchandise and Treasure |
|---|---|---|---|---|---|
| | | | Rs. | Rs. | Rs. |
| 1871 ... | 5074 | 1870-71 ... | 33,41,39,060 | 5,44,48,231 | 38,85,87,291 |
| 1872 ... | 5369 | 1871-72 ... | 31,08,37,470 | 11,57,38,129 | 42,65,75,599 |
| 1873 ... | 5697 | 1872-73 ... | 31,26,05,610 | 4,55,65,850 | 35,81,71,460 |
| 1874 ... | 6226 | 1873-74 ... | 32,59,58,730 | 5,79,25,336 | 38,38,84,066 |
| 1875 ... | 6543 | 1874-75 ... | 36,22,21,130 | 8,14,10,466 | 44,36,31,597 |
| 1876 ... | 6862 | 1875-76 ... | 38,88,73,403 | 5,30,07,224 | 44,18,80,622 |
| 1877 ... | 7322 | 1876-77 ... | 37,44,06,308 | 11,43,61,197 | 48,87,67,505 |
| 1878 ... | 8223 | 1877-78 ... | 41,46,41,851 | 17,35,54,596 | 58,81,96,447 |
| 1879 ... | 8498 | 1878-79 ... | 37,80,09,835 | 7,05,67,486 | 44,85,77,321 |
| 1880 ... | 9166 | 1879-80 ... | 41,17,25,671 | 11,65,48,948 | 52,82,74,619 |
| 1881 ... | 9894 | 1880-81 ... | 53,08,68,074 | 8,99,72,139 | 62,08,40,213 |
| 1882 ... | 10153 | 1881-82 ... | 49,11,28,724 | 11,32,27,804 | 60,43,56,528 |
| 1883 ... | 10462 | 1882-83 ... | 52,09,86,720 | 13,45,33,642 | 65,55,20,362 |
| 1884 ... | 11635 | 1883-84 ... | 55,29,89,907 | 12,87,79,633 | 68,17,69,540 |
| 1885 ... | 12287 | 1884-85 ... | 55,70,16,804 | 13,88,81,918 | 69,58,98,722 |
| 1886 ... | 12896 | 1885-86 ... | 55,65,19,552 | 15,46,70,808 | 71,11,90,360 |
| 1887 ... | 14109 | 1886-87 ... | 61,81,19,608 | 11,04,83,224 | 72,86,02,832 |
| 1888 ... | 14582 | 1887-88 ... | 65,00,45,881 | 13,81,25,456 | 78,81,71,337 |
| 1889 ... | 15893 | 1888-89 ... | 69,43,77,531 | 13,84,49,249 | 83,28,16,780 |
| 1890 ... | 16407 | 1889-90 ... | 69,19,93,762 | 17,45,45,037 | 86,65,38,799 |
| 1891 ... | 17314 | 1890-91 ... | 71,97,57,754 | 21,93,44,876 | 93,91,02,630 |
| 1892 ... | 17894 | 1891-92 ... | 69,42,75,659 | 14,72,26,621 | 84,15,02,280 |
| 1893 ... | 18510 | 1892-93 ... | 66,27,86,222 | 17,00,98,101 | 83,28,24,323 |
| 1894 ... | 18906 | 1893-94 ... | 77,02,60,944 | 18,46,12,564 | 95,48,73,508 |
| 1895 ... | 19555 | 1894-95 .. | 73,51,65,042 | 9,58,12,084 | 83,09,47,126 |
| 1896 ... | 20262 | 1895-96 ... | 72,93,61,344 | 13,36,79,854 | 86,30,71,198 |
| 1897 ... | 21123 | 1896-97 ... | 76,21,58,352 | 13,08,45,635 | 89,30,03,987 |
| 1898 ... | 22048 | 1897-98 ... | 73,63,43,159 | 20,53,06,170 | 94,16,49,329 |
| 1899 ... | 23528 | 1898-99 ... | 72,11,07,161 | 17,89,56,127 | 90,00,63,288 |
| 1900 ... | 24760 | 1899-1900... | 75,30,44,785 | 20,97,36,851 | 96,27,81,636 |
| 1901 ... | 25373 | 1900-1901... | 80,89,40,873 | 24,57,61,818 | 1,05,47,02,691 |
| 1902 ... | 25931 | 1901-1902... | 88,74,24,199 | 20,87,13,352 | 1,09,61,37,551 |
| 1903 ... | 26956 | 1902-1903... | 85,86,60,829 | 25,31,83,178 | 1,11,18,44,007 |
| 1904 ... | 27565 | 1903-1904... | 92,59,22,723 | 38,52,61,072 | 1,31,11,83,795 |
| 1905 ... | 28295 | 1904-1905... | 1,04,41,27,454 | 39,50,81,750 | 1,43,92,09,204 |
| 1906 ... | 29097 | 1905-1906.. | 1,12,07,09,822 | 31,65,14,488 | 1,43,72,24,260 |
| 1907 ... | 30010 | 1906-1907. | 1,17,24,15,294 | 44,57,98,114 | 1,61,82,13,408 |
| 1908 ... | 30576 | 1907-1908... | 1,36,53,80,464 | 42,28,44,977 | 1,78,82,25,441 |
| 1909 .. | 31490 | 1908-1909... | 1,28,77,81,788 | 22,74,41,677 | 1,51,52,23,465 |
| 1910 ... | 32099 | 1909-1910. | 1,22,64,97,224 | 37,52,34,734 | 1,60,17,31,958 |
| 1911 ... | 32839 | 1910-1911 . | 1,33,70,57,458 | 39,77,35,730 | 1,73,47,93,188 |
| 1912 ... | 33484 | 1911-1912.. | 1,44,05,54,383 | 53,47,08,480 | 1,97,52,62,863 |
| 1913 ... | 34656 | 1912-1913.. | 1,66,62,96,807 | 61,83,17,536 | 2,28,46,14,343 |
| *1913-14. | 34656 | 1913-1914 . | 1,91,30,79,586 | 43,43,96,503 | 2,34,74,76,089 |
| *1914-15. | 35285 | 1914-1915.. | 1,44,93,07,207 | 21,80,83,236 | 1,66,73,90,443 |
| *1915-16. | 35833 | 1915-1916.. | 1,38,16,93,032 | 11,94,62,390 | 1,50,11,55,422 |
| *1916-17. | 36286 | 1916-1917.. | 1,60,24,89,599 | 37,71,08,121 | 1,97,95,97,720 |
| *1917-18. | 36333 | 1917-1918.. | 1,64,35,48,949 | †..... | †..... |
| *1918-19. | 36616 | 1918-1919- | 1,88,56,24,317 | 71,36,55,075 | 2,59,92,79,392 |
| *1919-20. | 36735 | 1919-1920.. | 2,¥1,7[illegible],24 425 | 78,23,88,554 | 2,99,94,12,979 |

* Official year ending 31st March.
† Figures not available.

*STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened.*

| Calendar Year. | Total Miles of Railway opened. | Official Year. | Merchandise. | Treasure. | Total Merchandise and Treasure. |
|---|---|---|---|---|---|
| | | | Rs. | Rs. | Rs. |
| 1871 ... | 5074 | 1870-71 ... | 55,33,18,252 | 2,22,07,646 | 57,55,25,898 |
| 1872 ... | 5369 | 1871-72 ... | 63,18,58,474 | 1,47,60,935 | 64,66,19,409 |
| 1873 ... | 5697 | 1872-73 ... | 55,23,62,953 | 1,29,80,790 | 56,53,43,743 |
| 1874 ... | 6226 | 1873-74 ... | 54,96,07,865 | 1,91,40,711 | 56,87,48,576 |
| 1875 ... | 6543 | 1874-75 ... | 56,35,92,404 | 1,62,53,091 | 57,98,45,495 |
| 1876 ... | 6862 | 1875-76 ... | 58,09,14,946 | 2,20,02,363 | 60,29,17,309 |
| 1877 ... | 7322 | 1876-77 ... | 61,01,38,912 | 4,02,98,978 | 65,04,37,890 |
| 1878 ... | 8223 | 1877-78 ... | 65,22,23,282 | 2,21,09,956 | 67,43,33,238 |
| 1879 ... | 8498 | 1878-79 ... | 60,93,68,769 | 3,98,22,283 | 64,91,91,052 |
| 1880 ... | 9166 | 1879-80 ... | 67,21,07,406 | 2,03,51,479 | 69,24,58,885 |
| 1881 ... | 9894 | 1880-81 ... | 74,54,09,072 | 1,44,04,408 | 75,98,13,480 |
| 1882 ... | 10153 | 1881-82 ... | 81,96,64,102 | 1,09,97,468 | 83,06,61,570 |
| 1883 ... | 10462 | 1882-83 ... | 83,48,49,372 | 1,04,18,488 | 84,52,67,860 |
| 1884 ... | 11635 | 1883-84 ... | 88,07,64,315 | 1,00,84,937 | 89,08,49,252 |
| 1885 ... | 12287 | 1884-85 ... | 83,17,01,507 | 1,96,89,796 | 85,13,91,303 |
| 1886 ... | 12896 | 1885-86 ... | 83,86,11,693 | 1,10,82,310 | 84,96,94,003 |
| 1887 ... | 14109 | 1886-87 ... | 88,48,10,354 | 1,72,04,261 | 90,20,14,615 |
| 1888 ... | 14582 | 1887-88 ... | 90,54,36,458 | 1,60,46,242 | 92,14,82,700 |
| 1889 ... | 15893 | 1888-89 ... | 97,06,02,386 | 1,78,43,819 | 98,84,46,205 |
| 1890 ... | 16407 | 1889-90 ... | 1,03,44,87,052 | 1,90,63,218 | 1,05,35,50,270 |
| 1891 ... | 17314 | 1890-91 ... | 1,00,21,50,575 | 2,12,31,785 | 1,02,33,82,360 |
| 1892 ... | 17894 | 1891-92 ... | 1,08,17,79,873 | 3,28,66,858 | 1,11,46,46,731 |
| 1893 ... | 18510 | 1892-93 ... | 1,06,57,46,716 | 6,95,89,237 | 1,13,53,35,952 |
| 1894 ... | 18906 | 1893-94 ... | 1,06,51,48,540 | 4,10,01,921 | 1,10,61,50,461 |
| 1895 ... | 19555 | 1894-95 ... | 1,08,92,91,101 | 8,22,60,717 | 1,17,15,51,818 |
| 1896 ... | 20262 | 1895-96 ... | 1,14,34,59,341 | 4,25,98,105 | 1,18,60,57,446 |
| 1897 ... | 21123 | 1896-97 ... | 1,03,98,36,184 | 4,93,74,955 | 1,08,92,11,139 |
| 1898 ... | 22048 | 1897-98 ... | 97,63,51,802 | 7,14,86,450 | 1,04,78,38,272 |
| 1899 ... | 23528 | 1898-99 ... | 1,12,80,11,811 | 7,41,14,207 | 1,20,21,26,018 |
| 1900 ... | 24760 | 1899-1900... | 1,09,11,36,448 | 7,95,63,876 | 1,17,07,00,324 |
| 1901 ... | 25373 | 1900-1901... | 1,07,76,44,143 | 14,22,73,646 | 1,21,99,17,789 |
| 1902 ... | 25931 | 1901-1902... | 1,24,52,48,571 | 11,47,08,603 | 1,35,99,57,174 |
| 1903 ... | 26956 | 1902-1903... | 1,29,40,79,337 | 9,65,76,370 | 1,39,06,55,707 |
| 1904 ... | 27565 | 1903-1904... | 1,53,51,71,599 | 15,04,38,811 | 1,68,56,10,410 |
| 1905 ... | 28295 | 1904-1905.. | 1,57,70,83,029 | 16,42,88,167 | 1,74,13,71,196 |
| 1906 ... | 29097 | 1905-1906.. | 1,61,85,53,960 | 15,47,00,054 | 1,77,32,54,014 |
| 1907 ... | 30010 | 1906-1907.. | 1,76,66,94,270 | 5,71,82,526 | 1,82,38,76,796 |
| 1908 ... | 30576 | 1907-1908.. | 1,77,37,29 392 | 5,44,85,001 | 1,82,82 14.393 |
| 1909 ... | 31490 | 1908-1909.. | 1,53,14,31,953 | 6,32,02,465 | 1,59,46,34,418 |
| 1910 ... | 32099 | 1909-1910.. | 1,87,83,04,410 | 6,39,90,403 | 1,94,22,94,813 |
| 1911 ... | 32839 | 1910-1911. | 2,10,15,16,030 | 7,12,69,254 | 2,17,27,85,284 |
| 1912 ... | 33484 | 1911-1912. | 2,27,98,82,325 | 10,37,39,063 | 2 38,36,21,388 |
| 1913 ... | 34656 | 1912-1913 . | 2,46,21,83,342 | 10,63,17,656 | 2,56,85,00,998 |
| *1913-14. | 34656 | 1913-1914.. | 2,49,00,74,896 | 7,08,28,850 | 2,56,09,03,746 |
| *1914-15. | 35285 | 1914-1915.. | 1,82,17,60,256 | 5,28,94,370 | 1,87,46,54,626 |
| *1915-16. | 35333 | 1915-1916. | 1,99,48,03,975 | 8,22,57,819 | 2,07,70,61,794 |
| *1916-17. | 36286 | 1916 1917.. | 2,47,31,10,343 | 6,29,72,057 | 2,53,60,82,400 |
| *1917-18. | 36333 | 1917-1918.. | 2,44,89,45,219 | †..... | † ... |
| *1918-19. | 36616 | 1918-1919.. | 2,55,32,02,610 | 9,01,03,571 | 2,64,33,06,181 |
| *1919-20. | 36735 | 1919-1920.. | 3,32,75,78,755 | 13,67,97,719 | 3,46,43,76,474 |

* Official year ending 31st March.
† Figures not available.

# FOREIGN TRADE OF BRITISH INDIA.

*Summary of Imports and Exports in the Official Years* 1914-1915 *to* 1919-1920.

| | 1914-1915. | 1915-1916. | 1916-1917. | 1917-1918. | 1918-1919 | 1919-1920. |
|---|---|---|---|---|---|---|
| IMPORTS— | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Merchandise, Private | | | | | | |
| Bengal ... ... ... ... ... ... | 57,16,38,550 | 52,92,92,142 | 56,54,00,521 | 58,39,22,492 | 64,04,52,684 | 83,76,89,253 |
| Bombay ... ... ... ... ... ... | 46,10,18,379 | 44,24,31,927 | 55,36,27,249 | 56,84,34,102 | 71,10,09,428 | 78,92,59,570 |
| Sind ... ... ... ... ... ... | 11,59,30,514 | 12,51,67,050 | 13,02,01,560 | 13,13,82,135 | 11,52,85,283 | 17,09,31,171 |
| Madras ... ... ... ... ... ... | 12,52,30,108 | 11,53,20,382 | 12,85,58,826 | 12,20,10,804 | 11,76,93,512 | 13,37,89,325 |
| Burmah ... ... ... ... ... | 10,54,72,110 | 10,76,60,942 | 11,85,64,491 | 9,85,01,572 | 10,59,00,514 | 14,80,54,421 |
| Total ... | 1,37,92,89,661 | 1,31,98,62,443 | 1,49,63,52,647 | 1,50,42,51,105 | 1,69,03,41,421 | 2,07,97,23,940 |
| Ditto Government Stores ... ... ... | 7,00,17,546 | 6,18,30,589 | 10,61,36,952 | 13,92,97,844 | 19,52,82,896 | 13,73,00,485 |
| Total Merchandise ... | 1,44,93,07,207 | 1,38,16,93,032 | 1,60,24,89,599 | 1,64,35,48,949 | 1,88,56,24,317 | 2,21,70,24,425 |
| Treasure, Private. | | | | | | |
| Bengal ... ... ... ... ... ... | 2,82,16,387 | 3,00,45,727 | 1,68,39,426 | | 2,06,397 | 3,81,91,347 |
| Bombay ... ... ... ... ... ... | 18,35,31,137 | 8,67,21,049 | 12,42,07,953 | Figures | 1,18,73,228 | 7,17,16,469 |
| Sind ... ... ... ... ... ... | 25,56,338 | 12,84,580 | 2,12,837 | not | 1,28,921 | 1,59,186 |
| Madras ... ... ... ... ... ... | 18,87,933 | 2,87,236 | 1,99,583 | available. | 177 | 11,64,614 |
| Burmah ... ... ... ... ... ... | 15,11,972 | 2,13,481 | 80,222 | | 1,404 | 380 |
| Total ... | 21,77,03,767 | 11,85,52,073 | 14,15,40,021 | ... .. | 1,22,10,127 | 11,12,31,996 |
| Ditto Government ... ... ... ... | 3,79,469 | 9,10,317 | 23,55,68,100 | ..... | 70,14,44,948 | 67,11,56,558 |
| Total Treasure ... | 21,80,83,236 | 11,94,62,390 | 37,71,08,121 | ..... | 71,36,55,075 | 78,23,88,554 |
| Grand Total of Imports ... | 1,66,73,90,443 | 1,50,11,55,422 | 1,97,95,97,720 | ... .. | 2,59,92,79,392 | 2,99,94,12,979 |

| | | | | | | |
|---|---|---|---|---|---|---|
| *EXPORTS—* | | | | | | |
| *Merchandise, Private.* | | | | | | |
| (Foreign Goods) | | | | | | |
| Bengal, Bihar and Orissa ... ... ... | 53,94,468 | 21,73,629 | 46,28,895 | 31,75,781 | 70,63,152 | 2,31,27,861 |
| Bombay ... ... ... ... ... ... | 2,28,75,944 | 3,05,89,609 | 5,86,00,965 | 6,58,75,719 | 10,50,35,801 | 12,09,02,024 |
| Sind ... ... ... ... ... ... | 1,07,36,829 | 1,30,61,180 | 1,47,55,279 | 1,90,51,281 | 2,76,56,926 | 2,80,31,643 |
| Madras ... ... ... ... ... ... | 15,14,466 | 21,58,526 | 21,68,676 | 25,13,452 | 40,30,498 | 48,50,424 |
| Burmah ... ... ... ... ... | 5,45,222 | 4,77,392 | 6,46,662 | 5,88,229 | 17,76,649 | 8,68,173 |
| Total ... | 4,10,66,924 | 4,84,59,336 | 8,07,70,477 | 9,12,03,462 | 14,55,63,026 | 17,77,80,125 |
| Indian Produce and Manufactures. | | | | | | |
| Bengal, Bihar and Orissa ... ... ... | 73,98,21,457 | 91,40,72,529 | 96,05,69,664 | 86,68,60,572 | 1,05,02,77,215 | 1,37,42,67,796 |
| Bombay ... ... ... ... ... | 46,82,69,460 | 44,33,76,022 | 71,48,73,495 | 76,15,07,309 | 66,12,32,201 | 1,01,10,58,168 |
| Sind ... ... ... ... ... ... | 19,00,67,726 | 17,51,52,630 | 22,57,14,071 | 28,95,73,530 | 19,53,82,290 | 15,42,07,881 |
| Madras ... ... ... ... ... ... | 21,46,04,567 | 24,36,68,590 | 27,48,21,397 | 20,97,94,646 | 23,83,83,785 | 35,10,41,587 |
| Burmah ... ... ... ... ... | 16,20,86,539 | 14,90,73,088 | 19,47,57,168 | 20,66,13,066 | 24,79,85,005 | 19,89,75,742 |
| Total ... | 1,77,48,49,749 | 1,92,53,42,859 | 2,37,07,35,795 | 2,33,43,49,123 | 2,39,32,50,496 | 3,09,01,51,174 |

# FOREIGN TRADE OF BRITISH INDIA.

*Summary of Imports and Exports in the Official Years* 1914-15 *to* 1919-20—(continued.)

| | 1914-1915. | 1915-1916. | 1916-1917. | 1917-1918. | 1918-1919. | 1919-1920. |
|---|---|---|---|---|---|---|
| Total Fgn. and Indian Merchandise exported. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Bengal, Bihar and Orissa ... ... ... | 74,52,15,920 | 91,62,45,158 | 96,51,98,559 | 87,00,34,353 | 1,05,73,40,367 | 1,39,73,95,657 |
| Bombay ... ... ... ... ... ... | 49,11,45,404 | 47,39,65,631 | 77,34,74,460 | 82,73,83,028 | 76,62,58,002 | 1,13,19,60,192 |
| Sind ... ... ... ... ... ... | 20,08,04,555 | 18,82,13,810 | 24,04,69,350 | 30,86,24,811 | 22,30,39,216 | 18,22,39,524 |
| Madras ... ... ... ... ... ... | 21,61,19,033 | 24,58,27,116 | 27,69,90,073 | 21,23,08,098 | 24,24,14,263 | 35,64,92,011 |
| Burmah ... ... ... ... ... ... | 16,26,31,761 | 14,95,50,480 | 19,53,73,830 | 20,72,01,295 | 24,97,61,654 | 19,98,43,915 |
| Total ... | 1,81,59,16,673 | 1,97,38,02,195 | 2,45,15,06,272 | 2,42,55,51,585 | 2,53,88,13,522 | 3,26,79,31,299 |
| Ditto *Government Stores* ... ... | *58,43,583* | *2,10,01,780* | 2,16,04,071 | 2,33,93,634 | 1,43,89,088 | 5,96,47,456 |
| Total Merchandise ... | 1,82,17,60,256 | 1,99,48,03,975 | 2,47,31,10,343 | 2,44,89,45,219 | 2,55,32,02,610 | 3,32,75,78,755 |
| Treasure, Private. | | | | | | |
| Bengal ... ... ... ... ... ... | 43,93,370 | 24,71,861 | 3,93,818 | Figures not available. | 14,808 | 2,978 |
| Bombay ... ... ... ... ... ... | 2,05,19,172 | 6,66,31,461 | 3,45,56,280 | | 2,68,68,203 | 7,21,92,729 |
| Sind ... ... ... ... ... ... | 3,82,836 | 16,17,052 | 42,01,072 | | ..... | ..... |
| Madras ... ... ... ... ... ... | 67,56,757 | 34,56,152 | 89,98,165 | | ..... | 30,00,00 |
| Burmah ... ... ... ... ... ... | 9,81,110 | 81,793 | 67,243 | | ..... | ..... |
| Total ... | 3,30,33,245 | 7,42,58,319 | 4,82,16,578 | ..... | 2,68,83,011 | 7,51,95,707 |
| Ditto Government ... ... ... ... | 1,98,61,125 | 79,99,500 | 1,47,55,479 | * ..... | 6,32,30,560 | 6,16,02,012 |
| Total Treasure ... | 5,28,94,370 | 8,22,57,819 | 6,29,72,057 | ..... | 9,01,03,571 | 13,67 97,719 |
| Grand Total of Exports ... | 1,87,46,54,626 | 2,07,70,61,794 | 2,53,60,82,400 | ..... | 2,64,33,06,181 | 3,46,43,76,474 |

* Figures not available.

*STATEMENT showing the Exports from Bombay by Sea of Indian Manufactured Piece-Goods and Yarns since* 1894.

| Years ending 31st Dec. | Grey and White Piece-Goods. | | | Coloured Piece-Goods. | | Total Piece-Goods. | | | Yarns. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Packages. | Yards. | lbs. | Packages. | Yards. | Packages. | Yards. | lbs.* | Bales. | lbs. |
| 1894..... | 82,151 | 118,960,211 | 29,105,588 | 4,057 | 6,360,875 | 86,208 | 125,321,086 | 29,696,940 | 468,995 | 182,123,551 |
| 1895..... | 92,353 | 128,463,625 | 31,723,691 | 5,726 | 8,809,449 | 98,079 | 137,273,074 | 32,529,164 | 496,421 | 192,602,163 |
| 1896..... | 87,364 | 122,974,138 | 31,520,976 | 6,411 | 9,854,183 | 93,775 | 132,828,315 | 33,207,079 | 584,599 | 229,346,959 |
| 1897..... | 69,718 | 101,126,083 | 25,162,666 | 5,619 | 8,422,451 | 75,337 | 109,548,534 | 27,387,133 | 461,260 | 181,184,351 |
| 1898..... | 69,026 | 99,268,706 | 24,763,678 | 6,177 | 9,072,326 | 75,203 | 108,341,032 | 27,085,258 | 553,681 | 218,724,607 |
| 1899..... | 84,238 | 122,807,108 | 29,819,677 | 8,513 | 12,842,538 | 92,751 | 135,649,646 | 33,912,411 | 681,039 | 269,559,281 |
| 1900..... | 74,415 | 116,955,481 | 28,168,912 | 9,516 | 15,602,237 | 83,931 | 132,557,718 | 33,139,429 | 846,503 | 136,571,588 |
| 1901..... | 84,525 | 136,300,064 | 33,585,159 | 12,623 | 19,963,669 | 97,148 | 156,263,733 | 39,065,933 | 642,032 | 254,317,562 |
| 1902..... | 89,216 | 141,252,169 | 34,907,243 | 16,944 | 24,606,384 | 105,160 | 165,858,553 | 41,464,638 | 674,450 | 266,698,930 |
| 1903..... | 86,838 | 143,054,079 | 34,798,444 | 20,340 | 32,436,521 | 107,178 | 175,490,600 | 43,872,650 | 725,338 | 286,920,007 |
| 1904..... | 103,730 | 171,027,232 | 42,941,062 | 24,328 | 37,864,072 | 128,058 | 208,891,304 | 52,222,851 | 580,847 | 229,480,205 |
| 1905..... | 113,474 | 189,298,879 | 49,406,422 | 24,847 | 41,285,870 | 138,321 | 230,584,749 | 57,646,187 | 750,639 | 297,389,194 |
| 1906..... | 107,675 | 186,018,348 | 48,719,629 | 24,545 | 42,635,922 | 132,220 | 228,654,270 | 57,163,567 | 703,006 | 278,821,792 |
| 1907..... | 123,967 | 222,306,983 | 60,617,174 | 31,486 | 51,605,269 | 155,453 | 273,912,252 | 68,478,063 | 608,980 | 241,085,783 |
| 1908..... | 120,300 | 215,698,687 | 60,862,003 | 30,997 | 50,792,342 | 151,297 | 266,491,029 | 66,622,757 | 598,621 | 234,484,640 |
| 1909..... | 141,920 | 252,992,500 | 70,093,139 | 39,326 | 66,751,717 | 181,246 | 319,744,217 | 79,936,054 | 636,329 | 252,460,745 |
| 1910..... | 136,972 | 250,489,940 | 68,312,314 | 45,333 | 75,673,845 | 182,305 | 326,163,785 | 81,540,946 | 565,999 | 223,758,970 |
| 1911..... | 122,601 | 224,438,698 | 63,524,949 | 54,000 | 89,411,376 | 176,601 | 313,850,074 | 78,462,518 | 403,214 | 158,582,640 |
| 1912..... | 126,681 | 231,976,527 | 66,009,051 | 64,169 | 107,289,928 | 190,850 | 339,266,455 | 84,816,614 | 579,281 | 228,759,617 |
| 1913..... | 97,005 | 177,239,570 | 50,527,978 | 55,071 | 92,467,657 | 152,076 | 269,707,227 | 67,426,327 | 518,280 | 205,207,962 |
| 1914..... | 91,837 | 169,515,937 | 49,361,518 | 42,084 | 72,602,270 | 133,921 | 242,118,207 | 60,529,552 | 487,159 | 173,172,953 |
| 1915..... | 108,956 | 199,968,079 | 58,350,926 | 61,045 | 103,038,333 | 170,001 | 303,006,412 | 75,751,603 | 471,895 | 186,585,698 |
| 1916..... | 175,923 | 248,326,445 | 70,956,464 | 82,818 | 139,616,532 | 258,741 | 387,942,977 | 96,985,744 | 410,972 | 162,627,800 |
| 1917..... | 111,845 | 176,984,869 | 46,119,958 | 86,909 | 148,290,803 | 198,754 | 325,225,672 | 81,306,418 | 373,187 | 147,167,250 |
| 1918..... | 94,071 | 153,463,774 | 40,025,958 | 71,424 | 126,068,308 | 165,495 | 279,527,082 | 69,881,770 | 193,275 | 75,599,059 |
| 1919..... | 132,112 | 219,343,388 | 56,536,165 | 116,313 | 202,286,577 | 248,425 | 421,629,965 | 105,407,491 | 372,212 | 146,832,081 |
| 1920..... | 149,552 | 241,280,910 | 61,482,863 | 157,042 | 120,332,112 | 306,594 | 361,563,022 | 90,390,755 | 288,778 | 113,351,962 |

*The weights have been arrived at by dividing the length in yards, by 4·35, the average weight of the Grey and Bleached Cloths exported up to 1898, in 1894 and 1895 by 4·22 and in 1896 to 1920 by 4·00 lbs.

*Value of the Imports and Exports of Gold and Silver Coin and Bullion into and from British India during the year ending 31st December 1920.*

IMPORTS.

| From | Gold. | | | Silver. | | |
|---|---|---|---|---|---|---|
| | Private. | Government. | Total. | Private. | Government. | Total. |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| United Kingdom .. .. .. .. | 10,87,36,050 | 25,58,04,650 | 36,45,40,700 | 3,90,79,500 | .... | 3,90,79,500 |
| France .. .. .. .. .. .. | .... | .... | .... | .... | 6,020 | 6,020 |
| Malta and Gozo .. .. .. .. | 7,49,970 | .... | 7,49,970 | .... | .... | .... |
| Turkey, Asiatic .. .. .. .. | 66,45,290 | 2,01,340 | 68,46,630 | 14,28,710 | 7,500 | 14,36,210 |
| Aden and Dependencies .. .. .. | 47,61,390 | 72,01,410 | 1,19,62,800 | 23,20,680 | .... | 23,20,680 |
| Arabia .. .. .. .. .. | 12,98,730 | .... | 12,98,730 | 23,80,380 | .... | 2,380,380 |
| Bahrein Islands .. .. .. .. | 5,42,020 | .... | 5,42,020 | 7,78,600 | .... | 7,78,600 |
| Persia .. .. .. .. .. .. | 5,540 | .... | 5,540 | 3,08,690 | 37,52,030 | 40,60,720 |
| Ceylon .. .. .. .. .. | 12,73,340 | .... | 12,73,340 | 3,04,200 | .... | 3,04,200 |

| | | | | | | |
|---|---|---|---|---|---|---|
| *Straits Settlements (including Labuan)* .. | 63,37,050 | .... | 63,37,050 | 24,37,240 | .... | 24,37,240 |
| China .. .. .. .. .. | 43,62,750 | 2,44,24,160 | 2,87,86,910 | 16,36,370 | .... | 16,36,370 |
| Cape Colony .. .. .. .. .. | 2,030 | .... | 2,030 | .... | .... | .... |
| Natal .. .. .. .. .. .. | 1,70,880 | .... | 1,70,880 | 2,410 | .... | 2,410 |
| Africa, East .. .. .. .. .. | 36,60,900 | .... | 36,60,900 | 5,50,960 | .... | 5,50,960 |
| United States of America .. .. .. | 3,03,15,030 | 4,63,20,370 | 7,66,35,400 | 5,00,000 | .... | 5,00,000 |
| Australia (including New Zealand).. .. | 68,89,610 | 3,84,37,890 | 4,53,27,500 | 1,83,680 | 1,02,650 | 2,86,330 |
| Siam .. .. .. .. .. .. | .... | .... | .... | 320 | .... | 320 |
| Egypt .. .. .. .. .. .. | .... | .... | .... | 15,390 | .... | 15,390 |
| All other Countries .. .. .. .. | .... | .... | .... | .... | .... | .... |
| | 17,57,50,580 | 37,23,89,820 | 54,81,40,400 | 5,19,27,130 | 38,68,200 | 5,57,95,330 |
| | | EXPORTS. | | | | |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| Total Exports to all Foreign Countries .. | 7,39,28,350 | 5,50,640 | 7,44,78,990 | 3,62,69,060 | 30,06,000 | 3,92,75,060 |
| Balance retained by India .. .. | .... | .... | 47,36,61,410 | .... | .... | 1,65,20,270 |

*Total Imports of Treasure (private) from Foreign Countries and Indian Ports into Bombay during the year* 1920. (*From* 1st *January to* 31st *December* 1920.)

| From | Gold. | | | Silver. | | | |
|---|---|---|---|---|---|---|---|
| | Bullion. | Coin. | | Bullion. | Coin. | | |
| | | Sovereigns and Half Sovereigns. | Other Coin. | | Dollars. | Government of India Rupees. | Other Coin. |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| United Kingdom .. .. | 10,71,23,938 | 37,92,024 | .... | 3,66,84,208 | .... | 2,86,997 | .... |
| Continent of Europe .. | .... | 7,49,977 | .... | .... | .... | .... | .... |
| United States of America .. | 34,46,381 | .... | 23,85,737 | 5,00,000 | .... | .... | .... |
| Egypt .. .. .. .. | .... | .... | .... | .... | .... | 17,800 | .... |
| Australia .. .. .. | 11,22,058 | 45,00,539 | .... | 1,16,400 | .... | .... | .... |
| China .. .. .. | 27,82,990 | .... | .... | 16,00,000 | 6,640 | 29,400 | 325 |
| Japan .. .. .. | .... | .... | .... | .... | .... | .... | .... |
| Straits Settlements .. .. | 1,13,346 | 19,80,000 | .... | .... | .... | 10,00,000 | .... |
| Other Foreign Ports .. | 2,26,612 | 1,07,54,678 | 53,32,059 | 1,33,628 | 36,22,350 | 28,61,404 | 67,734 |
| All Indian Ports .. .. | .... | 64,460 | 37,241 | .... | .... | 51,871 | .... |
| Total Imports from 1st January to 31st December 1920. | 11,48,15,325 | 2,18,41,678 | 77,55,037 | 3,90,34,236 | 36,28,990 | 42,47,472 | 68,059 |

*Total Exports of Treasure (private) to Foreign Countries and Indian Ports from Bombay during the year 1920. (From 1st January to 31st December 1920.)*

| To | Gold. | | | Silver. | | | |
|---|---|---|---|---|---|---|---|
| | Bullion. | Coin. | | Bullion. | Coin. | | |
| | | Sovereigns and Half Sovereigns. | Other Coin. | | Dollars. | Government of India Rupees. | Other Coin. |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| United Kingdom .. .. | .... | .... | ..... | 1,24,000 | 1,13,000 | 2,79,755 | .... |
| Continent of Europe .. | .... | .... | .... | .... | .... | .... | .... |
| United States of America .. | 1,04,63,700 | 43,17,618 | 4,60,800 | .... | .... | .... | .... |
| Egypt .. .. .. .. | .... | .... | .... | .... | .... | .... | .... |
| Australia .. .. .. | .... | .... | .... | .... | .... | .... | .... |
| Japan .. .. .. .. | 6,49,75,315 | 70,35,521 | 25,81,527 | .... | .... | .... | .... |
| China .. .. .. .. | .... | .... | .... | 44,33,860 | .... | 18,46,000 | .... |
| Straits Settlements .. .. | .... | 15,000 | .... | .... | 6,60,243 | .... | .... |
| Other Foreign Ports .. | 1,00,000 | .... | 1,62,500 | .... | 73,800 | 60,51,275 | 3,60,475 |
| All Indian Ports .. .. | .... | .... | .... | 9,080 | .... | 30,000 | .... |
| Total Exports from 1st January to 31st December 1920. | 7,55,39,015 | 1,13,68,139 | 32,04,827 | 45,66,940 | 8,47,043 | 82,07,030 | 3,60,475 |

# COTTON.

## Receipts at, and Exports from, Bombay Port, also Mill Consumption in the Island of Bombay.

In thousands of Bales (000's omitted). [*Years ending 30th June.*

| Years ending 30th June. | Receipts. | Exports to | | | Mill Consumption. | Total. | Years ending 30th June. | Receipts. | Exports to | | | Mill Consumption. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Europe. | Elsewhere. | Total. | | | | | Europe. | Elsewhere. | Total. | | |
| 1864 ... | ... | 867 | 3 | 870 | American War. In '63 & '64 Bombay imported cotton from China. | | 1888 ... | 1,472 | 893 | 58 | 951 | 500 | 1,451 |
| 1865 ... | ... | 1,065 | 1 | 1,066 | | | 1889 ... | 1,851 | 1,286 | 46 | 1,332 | 565 | 1,897 |
| 1866 ... | ... | 1,187 | 14 | 1,201 | 42 | 1,243 | 1890 ... | 2,235 | 1,488 | 71 | 1,559 | 636 | 2,195 |
| 1867 ... | ... | 1,277 | 5 | 1,282 | 46 | 1,328 | 1891 ... | 2,020 | 1,070 | 107 | 1,177 | 762 | 1,939 |
| 1868 ... | ... | 1,030 | 48 | 1,078 | 47 | 1,125 | 1892 ... | 1,770 | 905 | 202 | 1,107 | 728 | 1,835 |
| 1869 ... | ... | 1,225 | 56 | 1,281 | 48 | 1,329 | 1893 ... | 1,738 | 816 | 169 | 985 | 724 | 1,709 |
| 1870 ... | ... | 1,115 | 50 | 1,165 | 49 | 1,214 | 1894 ... | 1,769 | 908 | 159 | 1,067 | 731 | 1,798 |
| 1871 ... | ... | 967 | 39 | 1,006 | 50 | 1,056 | 1895 ... | 1,540 | 525 | 143 | 668 | 815 | 1,483 |
| 1872 ... | 1,085 | 1,002 | 48 | 1,050 | 52 | 1,102 | 1896 ... | 2,151 | 800 | 346 | 1,146 | 849 | 1,995 |
| 1873 ... | 1,151 | 1,079 | 34 | 1,113 | 53 | 1,166 | 1897 ... | 1,612 | 603 | 405 | 1,008 | 703 | 1,711 |
| 1874 ... | 978 | 917 | 34 | 951 | 67 | 1,018 | 1898 ... | 1,750 | 424 | 409 | 833 | 817 | 1,650 |
| 1875 ... | 1,311 | 1,192 | 25 | 1,217 | 83 | 1,300 | 1899 ... | 2,033 | 578 | 520 | 1,098 | 951 | 2,049 |
| 1876 ... | 1,345 | 1,285 | 20 | 1,305 | 135 | 1,440 | 1900 ... | 988 | 117 | 444 | 561 | 745 | 1,306 |
| 1877 ... | 1,073 | 980 | 35 | 1,015 | 147 | 1,162 | 1901 ... | 1,896 | 620 | 340 | 960 | 696 | 1,656 |
| 1878 ... | 1,141 | 920 | 38 | 958 | 161 | 1,119 | 1902 ... | 2,142 | 525 | 732 | 1,257 | 987 | 2,244 |
| 1879 ... | 961 | 800 | 46 | 846 | 204 | 1,050 | 1903 ... | 2,454 | 921 | 349 | 1,270 | 986 | 2,256 |
| 1880 ... | 832 | 652 | 64 | 716 | 181 | 897 | 1904 ... | 2,151 | 1,036 | 423 | 1,459 | 973 | 2,432 |
| 1881 ... | 1,171 | 874 | 34 | 908 | 220 | 1,128 | 1905 ... | 2,609 | 384 | 664 | 1,048 | 1,072 | 2,120 |
| 1882 ... | 1,832 | 1,521 | 87 | 1,608 | 277 | 1,885 | 1906 ... | 2,663 | 1,017 | 477 | 1,494 | 1,141 | 2,635 |
| 1883 ... | 1,770 | 1,335 | 95 | 1,430 | 313 | 1,743 | 1907 ... | 2,949 | 1,169 | 747 | 1,916 | 1,115 | 3,031 |
| 1884 ... | 1,759 | 1,295 | 100 | 1,395 | 348 | 1,743 | 1908 ... | 2,123 | 731 | 454 | 1,185 | 1,079 | 2,264 |
| 1885 ... | 1,139 | 791 | 70 | 861 | 392 | 1,253 | 1909 ... | 2,166 | 643 | 723 | 1,366 | 1,099 | 2,465 |
| 1886 ... | 1,480 | 1,009 | 61 | 1,070 | 391 | 1,461 | 1910 ... | 3,152 | 1,054 | 968 | 2,022 | 984 | 3,006 |
| 1887 ... | 1,703 | 1,147 | 40 | 1,187 | 454 | 1,641 | 1911 ... | 2,467 | 1,014 | 668 | 1,682 | 953 | 2,635 |
| | | | | | | | 1912 ... | 2,540 | 383 | 923 | 1,306 | 1,078 | 2,384 |

# COTTON.

## RECEIPTS at, and Exports from, Bombay Port, also Mill Consumption in the Island of Bombay.

In thousands of Bales (000's omitted). [*Years ending 31st August.*

| Years ending 31st August. | Receipts. | | Total Receipts. | Exports. | | | Total Exports. | Mill Consumption. | Total. |
|---|---|---|---|---|---|---|---|---|---|
| | India. | Foreign Countries. | | Europe. | China and Japan. | Elsewhere. | | | |
| 1913 | 2,733 | 46 | 2,779 | 534 | 1,023 | 30 | 1,587 | *1,072 | 2,659 |
| 1914 | 3,733 | 6 | 3,739 | 1,301 | 1,245 | 24 | 2,570 | 1,078 | 3,648 |
| 1915 | 2,683 | 5 | 2,688 | 405 | 1,441 | 15 | 1,861 | 1,026 | 2,887 |
| 1916 | 3,133 | 6 | 3,139 | 294 | 1,691 | 8 | 1,993 | 1,096 | 3,089 |
| 1917 | 3,103 | 17 | 3,120 | 302 | 1,321 | 7 | 1,630 | 1,135 | 2,765 |
| 1918 | 2,279 | 27 | 2,306 | 293 | 1,213 | 7 | 1,513 | 1,068 | 2,581 |
| 1919 | 2,525 | 18 | 2,543 | 195 | 885 | 11 | 1,091 | 1,000 | 2,091 |
| 1920 | 3,405 | 22 | 3,427 | 629 | 1,579 | 24 | 2,232 | 957 | 3,189 |

*N.B.*—As noted in the Chamber's Report for 1913, the figures shown above represent the volume of trade in cotton from 1st September to 31st August, instead of for the year ending 30th June as was previously the case. *Year ending 30th June.

# FOREIGN TRADE OF BRITISH INDIA—IMPORTS.

*Quantities and Value of the Principal Articles imported in the years ending 31st December 1918, 1919 and 1920.*

| ARTICLES. | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1918. | 1919. | 1920. | 1918. | 1919. | 1920. |
| | | | | Rs. | Rs. | Rs. |
| Animals—Living ... ... ... No. | 12,471 | 2,934 | 4,545 | 61,50,160 | 14,24,190 | 32,27,490 |
| Apparel, including Lamettas ... ... value. | ..... | ..... | ..... | 1,42,77,880 | 1,75,00,270 | 2,97,96,460 |
| Haberdashery and Millinery ... ... ,, | ..... | ..... | ..... | 90,76,755 | 99,71,685 | 2,82,99,850 |
| Arms, Ammunition and Military Stores... ,, | ..... | ..... | ..... | 29,72,910 | 42,29,590 | 50,95,130 |
| Articles imported by Post... ... ... ,, | ..... | ..... | ..... | 4,36,82,685 | 3,83,04,260 | 6,86,81,780 |
| Brushes and Brooms ... ... ... doz. | 258,923 | 294,629 | 375,219 | 6,67,290 | 9,13,160 | 16,16,380 |
| Books and Printed Matters ... ... cwts. | 25,866 | 22,752 | 26,240 | 46,18,860 | 48,68,750 | 56,20,740 |
| Buttons of all sorts ... ... ... ... value. | ..... | ..... | ..... | 16,05,300 | 14,58,165 | 30,84,020 |
| Building and Engineering Materials:— | | | | | | |
| Cement ... ... ... ... ... tons. | 31,531 | 59,780 | 147,280 | 41,56,980 | 67,69,395 | 1,43,97,310 |
| Asphalte ... ... ... ... ... ,, | 1,665 | 3,496 | 5,566 | 2,57,110 | 6,77,910 | 7,20,000 |
| Bricks other than Fire Bricks .. No. | 1,605,655 | 80,320 | 664,862 | 5,39,240 | 20,610 | 1,44,780 |
| Fire Bricks ... ... ... ... ,, | 4,044,597 | 1,072,890 | 2,909,431 | 15,20,680 | 2,87,620 | 7,40,450 |
| Tiles ... ... ... ... ,, | 7,892,503 | 8,187,071 | 25,571,735 | 10,33,980 | 12,65,060 | 39,62,550 |
| Other kinds ... ... ... ... cwts. | 368,457 | 343,524 | 323,490 | 7,72,400 | 9,96,660 | 13,52,890 |
| Cabinetware and Furniture ... ... value. | ..... | ..... | ..... | 13,10,535 | 11,89,530 | 42,69,450 |
| Coir, unmanufactured and manufactured. cwts. | 4,781 | 17,442 | 39,220 | 63,885 | 1,93,050 | 1,06,080 |

| | | | | | | |
|---|---|---|---|---|---|---|
| *Cork manufactures* ... ... ... ... | cwts. | 3,172 | 3,306 | 4,996 | 4,07,220 | 4,66,560 | 5,23,290 |
| Coffee ... ... ... ... ... ... | ,, | 11,825 | 16,710 | 50,492 | 4,97,940 | 8,65,680 | 22,82,230 |
| Coal, Coke and Patent Fuel ... ... | tons. | 54,346 | 48,675 | 39,727 | 20,20,830 | 14,16,645 | 12,79,500 |
| Cotton—Raw ... ... ... ... | cwts. | 101,254 | 59,911 | 84,580 | 1,24,43,325 | 65,21,535 | 93,61,300 |
| ,, Waste ... ... ... ... | ,, | 709 | 238 | 158 | 25,530 | 7,575 | 5,750 |
| ,, Twist and Yarn ... ... ... | lbs. | 37,319,611 | 16,433,806 | 43,597,609 | 8,65,76,595 | 4,44,82,245 | 12,71,13,750 |
| ,, Grey Piece Goods ... ... | yds. | 573,709,861 | 522,914,418 | 600,323,942 | 22,56,52,020 | 21,40,73,575 | 27,72,14,760 |
| ,, White ,, ,, ... ... | ,, | 329,728,324 | 248,034,187 | 474,657,975 | 13,69,24,845 | 11,97,02,535 | 25,32,34,630 |
| ,, Coloured Piece Goods ... ... | ,, | 265,031,087 | 147,946,283 | 490,654,112 | 13,08,75,735 | 8,63,38,940 | 34,58,27,140 |
| ,, Fents of all descriptions ... ... | ,, | 29,737,761 | 14,811,506 | 20,749,155 | 1,03,19,700 | 40,64,895 | 1,00,17,520 |
| ,, Handkerchiefs and Shawls ... | No. | 5,012,942 | 3,256,862 | 11,209,272 | 21,16,320 | 11,80,680 | 49,34,410 |
| ,, Hosiery ... ... ... ... | value. | ..... | ..... | ..... | 78,60,225 | 1,32,19,110 | 2,04,37,430 |
| ,, Thread ... ... ... ... | lbs. | 1,661,596 | 873,059 | 1,627,625 | 65,06,955 | 43,50,780 | 88,94,670 |
| ,, Manufactures, Other Sorts ... | value. | ..... | ..... | ..... | 56,55,585 | 82,91,655 | 1,43,41,150 |
| Artificial Silk— | | | | | | | |
| Artificial Silk Yarn ... ... ... | lbs. | *46,570 | 138,515 | 100,172 | *2,52,530 | 12,74,100 | 8,43,500 |
| Piece-Goods of Cotton and Artificial Silk. | yds. | *473,987 | 3,912,986 | 8,747,802 | *6,54,345 | 36,59,985 | 1,16,95,440 |
| Corals ... ... ... ... ... ... | lbs. | 9,929 | 23,680 | 57,932 | 18,030 | 70,875 | 44,990 |
| Chemicals and Chemical preparations ... | value. | ..... | ..... | ..... | 2,53,37,535 | 1,86,03,220 | 2,37,64,370 |
| Clocks and Watches and parts thereof ... | ,, | ..... | ..... | ..... | 21,03,300 | 17,43,900 | 41,44,920 |
| Candles ... ... ... ... ... | lbs. | 295,342 | 232,808 | 1,777,122 | 1,53,165 | 1,69,740 | 9,67,030 |
| Cycles (other than Motor Cycles) and parts thereof and Accessories ... | value. | ..... | ..... | ..... | 19,28,640 | 22,89,060 | 95,01,270 |
| Canes and Rattans ... ... ... | cwts. | 38,957 | 49,789 | 50,243 | 4,34,850 | 5,68,260 | 6,52,270 |
| Carriages and Carts and parts thereof ... | value. | ..... | ..... | ..... | 8,74,125 | 23,24,580 | 55,51,900 |
| Cordage and Rope of Vegetable Fibre (excluding Jute and Cotton) ... ... | cwts. | 22,758 | 17,888 | 18,893 | 19,40,130 | 15,58,080 | 15,93,390 |
| Cutlery ... ... ... ... ... | value. | ..... | ..... | ..... | 18,02,430 | 28,90,035 | 53,74,260 |

* Figures prior to 1st April 1918 are grouped under Silk Yarn, Noils and Warps.

## FOREIGN TRADE OF BRITISH INDIA—IMPORTS—(*continued*).

| ARTICLES. | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1918. | 1919. | 1920. | 1918. | 1919. | 1920. |
| | | | | Rs. | Rs. | Rs. |
| Drugs and Medicines (excluding Chemicals and Narcotics) | | | | | | |
| Camphor ... ... ... ... ... lbs. | 947,613 | 420,173 | 855,530 | 21,08,505 | 11,25,030 | 38,86,340 |
| Cassia Lignia ... ... ... ... cwts. | 40,006 | 45,524 | 42,008 | 12,62,325 | 15,23,910 | 13,72,430 |
| Other Sorts ... ... ... ...value. | ..... | ..... | ..... | 99,01,755 | 1,46,60,220 | 1,73,45,200 |
| Dyeing and Tanning Substances:— | | | | | | |
| Alizarine ... ... ... ... ... lbs. | 1,089,507 | 2,185,931 | 3,368,505 | 20,37,075 | 24,00,495 | 58,21,740 |
| Aniline ... ... ... ... ... ,, | 2,403,446 | 2,867,930 | 6,906,004 | 1,03,48,005 | 96,34,800 | 2,17,64,290 |
| Barks for tanning ... ... ... cwts. | ..... | ..... | 42,489 | ..... | ..... | 42,020 |
| Indigo ... ... ... ... ... ,, | 25 | 128 | 1,319 | 3,600 | 25,680 | 3,26,490 |
| Cutch and Gambier ... ... ... ,, | 23,955 | 36,265 | 36,587 | 13,94,780 | 13,65,225 | 12,11,950 |
| Saffron ... ... ... ... ... lbs. | 25,553 | 89,980 | 71,538 | 9,17,190 | 26,01,705 | 14,85,620 |
| Cochineal ... ... ... ... cwts. | 1,841 | 1,291 | 5,277 | 4,10,085 | 2,44,095 | 8,62,630 |
| Other Sorts ... ... ... ... ,, | 42,205 | 79,289 | 30,543 | 6,71,240 | 8,77,450 | 5,44,090 |
| Earthenware and Porcelain ... .. value. | ..... | ..... | ..... | 48,05,625 | 65,52,440 | 88,10,660 |
| China Clay ... ... ... ... cwts. | 441,005 | 239,260 | 462,604 | 29,72,970 | 15,11,880 | 26,87,780 |
| Fireworks ... ... ... ... ... value. | ..... | ..... | ..... | 5,37,090 | 7,08,480 | 13,22,780 |
| Fish (excluding Canned Fish) ... ... cwts. | 81,686 | 114,494 | 118,552 | 14,57,535 | 18,08,745 | 20,90,210 |
| Fruits and Vegetables (Fresh) ... ... value. | ..... | ..... | ..... | 4,73,085 | 5,55,075 | 9,57,230 |
| Fruits and Vegetables. (Dry.)— | | | | | | |
| Almonds ... ... ... ... ... cwts. | 26,001 | 110,896 | 78,960 | 13,11,120 | 65,77,185 | 40,46,690 |
| Dates ... ... ... ... ... ,, | 740,045 | 975,811 | 1,047,560 | 63,02,145 | 87,48,975 | 1,17,35,450 |
| Other Sorts... ... ... ... ... ,, | 17,534 | 52,151 | 82,920 | 4,39,770 | 12,73,425 | 15,99,100 |
| Fodder, Bran and Pollards ... ... ,, | 149,484 | 36,293 | 83,932 | 3,57,330 | 94,815 | 1,32,907 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Flax—Canvas ... ... ... ... | yds. | 820,820 | 922,673 | 1,617,785 | 18,16,425 | 23,99,400 | 38,14,790 |
| „ Piece Goods... ... ... ... | „ | 241,852 | 202,903 | 501,858 | 2,41,425 | 2,71,485 | 6,44,870 |
| „ Manufactures, other sorts ... | value. | ..... | ..... | ..... | 5,24,080 | 11,72,340 | 14,82,820 |
| Gums and Resins ... ... ... ... | cwts. | 85,644 | 144,614 | 165,422 | 26,18,235 | 37,20,070 | 38,98,810 |
| Glass and Glassware ... ... ... | value. | ..... | ..... | ..... | 2,33,63,080 | 1,61,13,740 | 3,36,22,690 |
| Grain, Pulse and Flour— | | | | | | | |
| Rice not in the husk ... ... ... | cwts. | 8,600 | 2,640 | 1,860 | 73,905 | 30,240 | 23,810 |
| Pulse ... ... ... ... ... | „ | 6,458 | 242,191 | 60,410 | 56,370 | 37,48,950 | 7,24,150 |
| Wheat ... ... ... ... ... | „ | 35,647 | *4,070,326 | 30 | 4.15,305 | 3,59,02,200 | 190 |
| Other Sorts ... ... ... ... | „ | 10,819 | 150,800 | 11,680 | 1,58,625 | 16,62,885 | 1,13,200 |
| Hides and Skins— | | | | | | | |
| Hides ... ... ... ... ... | „ | 6,496 | 6,387 | 14,400 | 4,42,890 | 5,88,800 | 16,54,020 |
| Skins ... ... ... ... ... | „ | 21,045 | 22,355 | 15,800 | 28,85,010 | 24,52,245 | 20,27,000 |
| Hemp—Raw ... ... ... ... | „ | 45,888 | 14,043 | 27,367 | 24,67,020 | 5,38,395 | 8,37,910 |
| „ Manufactures (excldg. Cordage). | value. | ..... | ..... | ..... | 3,29,880 | 4,42,080 | 6,02,080 |
| Hops ... ... ... ... ... ... | cwts. | 4,752 | 4,283 | 1,087 | 5,93,850 | 6,39,630 | 2,01,320 |
| Hardware, excluding Cutlery ... | value. | ..... | ..... | ..... | 2,85,77,265 | 4,15,05,270 | 7,75,23,110 |
| Electroplatedware ... ... ... ... | „ | ..... | ..... | ..... | 2,84,370 | 5,58,(00 | 12,15,710 |
| Instruments, Apparatus and Appliances and parts thereof:— | | | | | | | |
| Electrical ... ... ... ... ... | „ | ..... | ..... | ..... | 1,25,80,080 | 1,64,63,700 | 2,77,62,630 |
| Photographic ... ... ... ... ... | „ | ..... | ..... | ..... | 17,69,235 | 16,21,875 | 24,03,220 |
| Musical ... ... ... ... ... | „ | ..... | ..... | ..... | 12,16,530 | 12,36,735 | 26,13,970 |
| Optical ... ... ... ... ... | „ | ..... | ..... | ..... | 5,65,020 | 6,81,750 | 14,81,040 |
| Scientific and Philosophical ... ... | „ | ..... | ..... | ..... | 16,93,260 | 21,75,540 | 34,19,450 |
| Surgical ... ... ... ... ... | „ | ..... | ..... | ..... | 7,82,820 | 13,20,435 | 20,62,650 |
| Other kinds ... ... ... ... | „ | ..... | ..... | ..... | 2,18,150 | 3,56,850 | 5,77,980 |
| Telephones, Materials for construction and Accessories ... ... ... ... | „ | ..... | ..... | ..... | 1,86,015 | 1,85,070 | 3,95,020 |
| Ivory, unmanufactured ... ... ... | lbs. | 266,583 | *561,471 | 368,046 | 20,26,050 | 44,75,880 | 27,57,410 |
| „ manufactured ... ... ... | value. | ..... | ..... | ..... | 1,00,275 | 2,61,960 | 1,64,870 |

* Australian wheat.

## FOREIGN TRADE OF BRITISH INDIA—IMPORTS—(*continued*).

| ARTICLES. | | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|---|
| | | 1918. | 1919. | 1920. | 1918. | 1919. | 1920. |
| | | | | | Rs. | Rs. | Rs. |
| Jewellery and Plate of Gold and Silver (excluding Imitation Jewellery and Precious Stones and Pearls onset.) | value. | ..... | ..... | ..... | 5,36,085 | 10,33,770 | 24,40,080 |
| Precious Stones and Pearls, unset | „ | ..... | ..... | ..... | 30,96,690 | 58,71,030 | 51,89,140 |
| Jute—Raw | tons. | ..... | 2 | 7 | ..... | 360 | 1,490 |
| „ Manufactures (including Twist and Yarn) | value. | ..... | ..... | ..... | 30,80,115 | 25,93,710 | 28,35,960 |
| Liquors—Ale, Beer, Stout and Porter | gallons. | 2,002,696 | 1,909,690 | 3,253,714 | 70,76,080 | 64,88,760 | 99,21,280 |
| „ Spirits—Brandy | „ | 232,279 | 209,779 | 413,230 | 46,82,820 | 43,55,925 | 66,79,310 |
| „ „ Whisky | „ | 511,928 | 555,001 | 733,221 | 90,52,500 | 1,01,49,690 | 1,14,21,050 |
| „ „ Rum | „ | 203,909 | 159,294 | 255,669 | 4,38,455 | 3,23,505 | 5,94,050 |
| „ „ Other kinds | „ | 429,973 | 503,755 | 871,061 | 49,81,935 | 71,38,065 | 94,50,030 |
| „ Wines | „ | 214,409 | 321,366 | 409,727 | 27,03,240 | 45,34,995 | 62,74,020 |
| „ Cider, Liqueurs, &c. | „ | 18,383 | 25,263 | 47,345 | 3,44,085 | 5,09,265 | 8,33,940 |
| Leather—Unwrought | cwts. | 1,201 | 1,365 | 3,085 | 3,86,640 | 5,40,195 | 12,11,560 |
| „ —Harness and Saddlery | value. | ..... | ..... | ..... | 1,99,065 | 2,53,950 | 6,55,870 |
| „ —Manufactures, Other Sorts | „ | ..... | ..... | ..... | 11,39,610 | 27,99,780 | 74,60,760 |
| Lac | cwts. | 3,499 | 7,044 | 28,260 | 2,30,370 | 6,01,560 | 36,14,480 |
| Belting for Machinery* | value. | ..... | ..... | ..... | 85,63,500 | 58,87,500 | 1,26,40,190 |
| Boots and Shoes * | pairs. | 559,056 | 695,378 | 11,05,690 | 24,54,670 | 40,91,370 | 96,84,870 |
| Mats and Mattings | sq.yds. | 1,908,210 | 1,075,972 | 887,888 | 4,07,100 | 4,81,020 | 5,24,950 |

| | | | | | | |
|---|---|---|---|---|---|---|
| *Metals* ... ... ... ... ... tons. | 174,524 | 361,509 | 774,510 | 13,83,17,595 | 20,02,49,820 | 38,24,48,270 |
| Ores ... ... ... ... ... ... ,, | 18 | 511 | 4,133 | 21,780 | 2,71,500 | 11,66,750 |
| Matches ... ... ... gross of boxes | 14,613,489 | 11,452,575 | 16,249,428 | 2,14,14,795 | 1,59,07,680 | 2,19,98,220 |
| Manures ... ... ... ... ... tons. | 54 | 2,482 | 6,590 | 12,390 | 5,69,415 | 15,22,080 |
| Bobbins ... ... ... ... ... value. | ..... | ..... | ..... | †25,80,150 | 40,98,870 | 45,41,790 |
| Machinery and Mill-work ... ... ... ,, | ..... | ..... | ..... | 3,82,14,150 | 8,07,82,425 | 14,94,93,730 |
| Sewing and Knitting Machines and parts thereof ... ... ... ... ,, | ..... | ..... | ..... | 20,31,900 | 45,14,130 | 82,74,400 |
| Typewriters, parts of and Accessories ... ,, | ..... | ..... | ..... | 14,02,995 | 21,91,920 | 34,40,470 |
| Motor Cars and Motor Cycles, Motor waggons and parts thereof ... ... ,, | ..... | ..... | ..... | 30,33,900 | 2,26,02,030 | 11,15,61,270 |
| Oil Cloth and Floor Cloth ... ...sq. yds. | 460,185 | 3,23,334 | 1,398,581 | 8,45,895 | 8,09,565 | 26,13,470 |
| Oils:— | | | | | | |
| Animal ... ... ... ... gallons. | 1,437 | 67,643 | 23,943 | 7,575 | 1,51,515 | 84,400 |
| Essential ... ... ... ... ... ,, | 19,656 | 32,383 | 37,932 | 3,99,675 | 7,29,435 | 14,93,100 |
| Mineral Fuel ... ... ... ... ,, | 23,799,811 | 35,314,734 | 42,781,627 | 41,28,600 | 74,04,345 | 1,04,22,240 |
| ,, Kerosine ... ... ... ,, | 21,768,176 | 74,213,992 | 63,599,160 | 4,63,30,215 | 5,26,49,070 | 4,64,86,080 |
| ,, Lubricating ... ... ... ,, | 13,781,019 | 20,538,611 | 15,808,853 | 1,28,27,880 | 2,37,51,255 | 2,09,06,120 |
| ,, other kinds ... ... ... ,, | 337,285 | 1,733,972 | 916,623 | 67,820 | 14,08,890 | 15,30,330 |
| All Other Sorts ... ... ... ... ,, | 211,924 | 141,611 | 469,021 | 4,74,255 | 6,55,140 | 20,70,070 |
| Opium ... ... ... ... ... lbs. | 158 | 147 | 25 | 39,315 | 33,260 | 1,340 |
| Paraffin Wax ... ... ... ... cwts. | 2,360 | 156 | 140 | 65,565 | 4,620 | 4,320 |
| Provisions and Oilmanstores ... .. value. | ..... | ..... | ..... | 1,84,57,395 | 2,40,41,700 | 4,02,44,530 |
| Paints and Colours ... ... ... cwts. | 209,117 | 257,627 | 368,900 | 1,00,48,950 | 1,04,21,895 | 1,41,18,980 |
| Painters' Materials ... ... ... value. | ..... | ..... | ..... | 10,78,650 | 33,26,385 | 41,01,560 |
| Paper ... ... ... ... ... ,, | ..... | ..... | ..... | 2,35,71,610 | 2,07,11,460 | 6,05,36,650 |
| Pasteboard, Mill-board and Cardboard of of all kinds ... ... ... ... cwts. | 135,226 | 145,314 | 205,407 | 31,18,830 | 28,34,180 | 43,75,210 |
| Perfumery ... ... ... ... ... value. | ..... | ..... | ..... | 2,53,170 | 3,60,120 | 3,50,340 |
| Pitch, Tar and Damar ... ... ... cwts. | 145,164 | 115,446 | 178,309 | 11,54,085 | 9,01,260 | 12,84,420 |

* Of Leather and other Materials.

† Figures prior to 1st April 1918 are grouped under Machinery and Mill-work.

## FOREIGN TRADE OF BRITISH INDIA—IMPORTS—(*continued*).

| ARTICLES. | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1918. | 1919. | 1920. | 1918. | 1919. | 1920. |
| | | | | Rs. | Rs. | Rs. |
| Packing—Engine and Boiler of all kinds including Asbestos ... ... value. | ..... | ..... | ..... | 8,80,725 | 11,50,740 | 6,01,050 |
| Paper making Materials ... ... ... cwts. | 29,403 | 83,629 | 149,844 | 7,80,015 | 16,26,555 | 40,96,560 |
| Polishes ... ... ... ... ... value | ..... | ..... | ... ... | 13,53,330 | 20,32,440 | 41,90,590 |
| Printing and Lithographing Machinery and Materials ... ... ... ... ,, | ..... | ..... | ..... | 6,08,835 | 9,30,570 | 27,41,590 |
| Rubber, Raw ... ... ... ... ... lbs. | 4,890 | 25,723 | 1,690 | 3,075 | 50,955 | 1,390 |
| ,, Tyres and Tubes ... ... ... No. | 173,453 | 207,812 | 464,923 | 67,32,615 | 1,06,14,375 | 1,68,65,210 |
| ,, Other Manufactures ... ... value. | ..... | ..... | ..... | 47,33,655 | 49,68,690 | 91,84,450 |
| Railway Plant and Rolling Stock— | | | | | | |
| Carriages, Wagons and parts threof. ,, | ..... | ..... | ..... | 55,35,380 | 2,19,87,430 | 5,26,59,850 |
| Loco Engines and Tenders and parts thereof ... ... ... ... ,, | ..... | ..... | ... | 20,58,610 | 42,19,930 | 2,27,86,030 |
| Other kinds ... ... ... ... ,, | ..... | ..... | ..... | 3,20,910 | 85,22,450 | 1,89,61,630 |
| Seeds— | | | | | | |
| Essential ... ... ... ... cwts | 3,165 | 12,816 | 46,880 | 1,64,220 | 4,41,600 | 11,31,850 |
| Copra or Cocoanut Kernel ... ... ,, | 915,614 | 571,931 | 245,060 | 1,22,56,545 | 1,10,78,550 | 34,15,260 |

| | | | | | | |
|---|---|---|---|---|---|---|
| *Other Sorts* ... ... ... ... ... Cwts. | 37,599 | 44,223 | 44,400 | 4,73,625 | 9,59,235 | 9,26,010 |
| Salt ... ... ... ... .. .. tons. | 388,564 | 481,749 | 612,793 | 2,39,89,230 | 2,31,11,685 | 2,36,98,970 |
| Shells and Cowries ... ... ... cwts. | 31,032 | 23,496 | 34,220 | 2,74,770 | 3,23,310 | 4,30,720 |
| Ships, parts of (including Launches and Boats) ... ... ... ... ... value. | ..... | ..... | ..... | 23,79,970 | 27,88,050 | 16,23,420 |
| Silk, Raw ... ... ... ... ... lbs. | 1,601,763 | 2,150,273 | 1,911,268 | 1,14,52,965 | 1,59,32,970 | 1,58,61,020 |
| „ Waste ... ... ... ... ... ... „ | 83,583 | 50,720 | 112,098 | 1,67,955 | 1,34,325 | 3,05,820 |
| „ Piece-Goods (including goods mixed with other materials) ... ... yards. | 20,601,643 | 25,011,519 | 26,791,672 | 3,08,53,180 | 4,29,82,950 | 5,27,35,260 |
| „ Yarn, Noils and Warps ... ... lbs. | 744,191 | 549,747 | 681,183 | 57,79,840 | 37,25,655 | 70,19,240 |
| „ Manufactures Other Sorts ... ... „ | 48,712 | 95,490 | 74,981 | 6,81,045 | 16,54,320 | 14,75,040 |
| Smoker's Requisites (excluding Tobacco). value. | ..... | ..... | ..... | 4,23,240 | 8,82,240 | 9,89,480 |
| Soap ... ... ... ... ... ... cwts. | 235,695 | 260,065 | 366,976 | 1,05,30,525 | 1,10,34,990 | 1,61,24,600 |
| Stationery (excluding Paper) ... ... value. | ..... | ..... | ..... | 63,63,315 | 78,46,566 | 1,61,02,340 |
| Stone and Marble ... ... ... ... cwts. | 131,023 | 106,207 | 225,780 | 3,10,350 | 5,35,725 | 12,24,720 |
| Spices :— | | | | | | |
| Betelnuts ... ... ... ... cwts. | 1,188,647 | 1,249,514 | 1,009,248 | 1,56,40,050 | 1,71,49,935 | 1,53,72,350 |
| Cloves ... ... ... ... ... „ | 81,788 | 115,646 | 39,653 | 41,21,436 | 72,10,110 | 26,47,610 |

## FOREIGN TRADE OF BRITISH INDIA—IMPORTS—(*concluded.*)

| ARTICLES. | | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|---|
| | | 1918. | 1919. | 1920. | 1918. | 1919. | 1920. |
| | | | | | Rs. | Rs. | Rs. |
| Ginger ... ... ... ... ... | cwts. | 5,452 | 2,007 | 1,098 | 1,46,835 | 64,515 | 35,960 |
| Nutmegs ... ... ... ... | " | 10,784 | 14,578 | 9,442 | 4,00,485 | 5,68,845 | 3,36,250 |
| Pepper ... ... ... ... ... | " | 15,145 | 10,585 | 10,867 | 7,75,215 | 6,05,865 | 5,57,680 |
| Other Sorts ... ... ... ... | " | 6,271 | 5,519 | 6,264 | 5,03,555 | 4,14,120 | 3,70,650 |
| Starch and Farina ... ... ... | " | 73,778 | 146,813 | 120,044 | 11,30,115 | 24,92,955 | 21,40,520 |
| Sugar, 16 Dutch Standard and above ... | " | 10,612,714 | 8,387,673 | 6,258,360 | 15,73,82,580 | 18,26,72,730 | 21,80,89,650 |
| Sugar, 15 Dutch Standard and below ... | " | 85 | 6,910 | 14,480 | 1,035 | 1,56,315 | 4,18,830 |
| Molasses ... ... ... ... ... | " | 396,193 | 1,145,021 | 1,838,000 | 17,27,895 | 70,64,925 | 1,01,93,240 |
| Confectionery ... ... ... ... | " | 3,770 | 17,027 | 38,100 | 4,06,530 | 14,65,185 | 42,74,580 |
| Saccharin ... ... ... ... ... | " | 6 | 194 | 580 | 19,290 | 2,42,940 | 8,14,160 |
| Tallow and Stearine ... ... ... | " | 18,490 | 24,583 | 88,161 | 13,90,275 | 14,67,300 | 49,96,370 |
| Tobacco:— | | | | | | | |
| Unmanufactured ... ... ... ... | lbs. | 364,101 | 804,749 | 664,520 | 5,15,055 | 10,49,415 | 9,36,600 |
| Manufactured ... ... ... ... | " | 4,476,701 | 4,732,272 | 7,480,122 | 1,85,72,040 | 1,90,15,530 | 2,08,14,000 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| *Tea, Black and Green* ... ... ... lbs. | 11,417,241 | 9,308,065 | 52,75,842 | 84,65,835 | 70,90,785 | 38,54,730 |
| *Toys and Requisites for Games & Sports.* value | ..... | ..... | ..... | 32,86,695 | 50,29,140 | 61,74,120 |
| Toilet Requisites ... ... ... ... ,, | ..... | ..... | ..... | 36,98,655 | 40,47,135 | 58,69,840 |
| Tea chests, entire or in sections ... ... ,, | ..... | ..... | ..... | 1,00,02,345 | 88,57,995 | 73,68,680 |
| Umbrellas ... ... ... ... ... No. | 332,397 | 269,981 | 6,35,450 | 7,37,100 | 6,16,995 | 16,50,350 |
| Umbrella fittings ... ... ... ... value. | ..... | ..... | ..... | 10,64,355 | 8,78,340 | 22,14,200 |
| Wax of all kinds other than Parrafin wax cwts. | 7,033 | 2,532 | 3,196 | 2,78,580 | 1,00,470 | 1,37,890 |
| Wood Timber ... ... ... cubic tons. | 37,874 | 59,940 | 68,560 | 62,16,345 | 1,10,85,375 | 1,1608,540 |
| ,, Timber Other Sorts ... ... ... tons. | 800 | 1,492 | 2,671 | 14,510 | 23,190 | 1,27,660 |
| ,, Ornamental Sandal ... ... ... ,, | 435 | 383 | 804 | 3,30,610 | 2,07,280 | 3,58,190 |
| ,, Other Sorts ... ... ... ... value. | ..... | ..... | ..... | 65,060 | 42,090 | 77,360 |
| ,, Manufactures other than Cabinetware and Furniture. ,, | ..... | ..... | ..... | 23,28,795 | 37,81,620 | 38,16,420 |
| Wool, Raw ... ... ... ... ... lbs. | 3,208,995 | 1,810,173 | 9,37,371 | 12,68,505 | 8,84,445 | 5,49,550 |
| ,, Shawls ... ... ... ... No. | 5,353 | 16,593 | 17,993 | 27,240 | 99,285 | 1,26,090 |
| ,, Braids ... ... ... ... lbs. | 3,200 | 2,813 | 14,001 | 8,055 | 13,530 | 43,900 |
| ,, Piece-Goods ... ... ... yards. | 5,942,916 | 3,273,218 | 1,08,29,169 | 1,67,62,875 | 1,15,59,690 | 4,23,90,200 |
| ,, Yarn and Knitting ... ... lbs. | 254,639 | 111,931 | 2,26,786 | 17,28,015 | 7,45,080 | 16,66,570 |
| ,, Blankets ... ... ... ... ,, | ..... | ..... | 2,69,859 | ..... | ..... | 5,23,930 |
| ,, Carpets and Rugs ... ... ,, | 217,363 | 344,549 | 5,95,053 | 6,44,805 | 9,78,975 | 22,17,350 |
| ,, Hosiery ... ... ... ... ,, | 200,323 | 145,386 | 3,14,271 | 11,29,935 | 9,16,845 | 27,50,520 |
| ,, Manufactures, Other Sorts ... ,, | 204,867 | 225,813 | 2,86,704 | 2,94,930 | 4,33,140 | 5,58,280 |
| All other Articles ... ... ... .. value. | ..... | ..... | ..... | 53,16,520 | 46,53,840 | 1,62,59,560 |
| Total Value Rs. ... | ..... | ..... | ..... | 1,62,45,56,820 | 1,85,51,77,870 | 3,22,70,67,230 |

# FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

*Quantities and Value of the Principal Articles exported in the years ending 31st December 1918, 1919 and 1920.*

| ARTICLES. | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1918. | 1919. | 1920. | 1918. | 1919. | 1920. |
| INDIAN PRODUCE AND MANUFACTURES. | | | | | | |
| Animals living ... ... ... ... No. | 198,714 | 218,172 | 238,582 | Rs. 20,91,120 | Rs. 33,38,415 | Rs. 35,32,170 |
| Apparel ... ... ... ... ... value | ..... | ..... | ..... | 10,87,560 | 14,14,500 | 16,01,910 |
| Articles of Food and Drink (other than Grain, Pulse and Flour)— | | | | | | |
| Coffee ... ... ... ... ... cwts. | 164,381 | 328,502 | 173,275 | 83,16,645 | 2,00,88,225 | 1,15,20,410 |
| Fish (excluding Canned Fish) ... ,, | 252,994 | 225,286 | 207,898 | 46,17,255 | 48,85,170 | 53,17,150 |
| Fruits and Vegetables (Fresh) .. value. | ..... | ..... | ..... | 33,63,060 | 38,53,290 | 38,59,650 |
| ,, ,, ,, (Dry) ... cwts. | 213,680 | 230,740 | 545,100 | 21,50,640 | 27,47,160 | 22,74,190 |
| Liquors ... ... ... ...gallons | 122 | 878 | 1,366 | 120 | 13,780 | 12,450 |
| Provisions and Oilmanstores:— | | | | | | |
| Butter ... ... ... ... ... cwts | 9,541 | 6,264 | 2,248 | 10,47,580 | 7,97,490 | 3,45,690 |
| Ghi ... ... ... ... ... ,, | 45,512 | 34,056 | 49,238 | 39,06,720 | 34,67,270 | 48,91,750 |
| Pickles, Chutnies and Condiments.. ,, | 8,770 | 23,543 | 23,314 | 3,20,510 | 8,04,520 | 9,08,550 |
| Other Sorts ... ... ... .. ,, | 39,106 | 37,351 | 33,532 | 13,30,950 | 12,62,900 | 9,52,680 |
| Salt ... ... ... ... ... tons. | 1,800 | 2,505 | 827 | 1,23,675 | 1,69,740 | 57,330 |
| Spices— | | | | | | |
| Cardamons ... ... ... ... cwts. | 6,851 | 17,283 | 5,912 | 9,32,190 | 27,03,550 | 9,29,610 |
| Chillies ... ... ... ... ... ,, | 96,729 | 96,632 | 162,154 | 28,04,110 | 37,99,590 | 38,60,680 |
| Ginger ... ... ... ... ... ,, | 42,868 | 64,623 | 51,369 | 12,19,130 | 20,05,500 | 15,32,180 |
| Pepper ... ... ... ... ... ,, | 101,153 | 132,368 | 56,988 | 52,66,500 | 72,35,200 | 27,57,800 |
| Other Sorts ... ... ... ... ,, | 5,543 | 7,165 | 5,075 | 2,25,960 | 2,78,310 | 2,03,790 |

| | | | | | | |
|---|---|---|---|---|---|---|
| *Sugar, 16 Dutch Standard and above.* | cwts. | 142,925 | 54,304 | 86,020 | 36,52,485 | 13,88,610 | 37,08,300 |
| " *15* " " *and below.* | " | 82,875 | 173,717 | 457,500 | 7,71,645 | 20,84,430 | 76,56,060 |
| *Confectionery* ... ... ... ... | " | 869 | 2,085 | 680 | 53,975 | 1,13,190 | 47,810 |
| *Tea (Black and Green)* ... ... | lbs. | 375,204,434 | 371,464,116 | 268,752,722 | 20,13,22,200 | 20,01,97,125 | 12,65,68,010 |
| Books Printed and Printed matter ... | cwts. | 3,056 | 3,066 | 3,836 | 3,12,185 | 3,14,070 | 3,84,780 |
| Boots and Shoes† ... ... ... ... | pairs. | 110,808 | 322,804 | 322,761 | 3,12,030 | 11,15,040 | 15,41,150 |
| Building and Engineering Materials ... | value. | ..... | ..... | ..... | 3,50,955 | 9,71,460 | 9,56,450 |
| Bristles ... ... .. ... ... | cwts. | 2,354 | 2,199 | 4,034 | 15,19,455 | 11,61,630 | 18,89,410 |
| Candles ... ... .. ... ... | lbs. | 8,510,506 | 12,957,615 | 7,869,489 | 26,27,565 | 39,91,665 | 23,92,660 |
| Chemicals—Saltpetre ... ... | cwts. | 468,580 | 344,414 | 442,654 | 92,16,825 | 55,40,760 | 75,27,400 |
| " Other sorts ... ... ... | value | ..... | ..... | ..... | 27,08,070 | 6,57,315 | 7,47,380 |
| Coal, Coke and Patent Fuel ... ... | tons. | 74,466 | 508,537 | 1,230,649 | 7,85,160 | 60,38,115 | 1,57,72,820 |
| Cotton Raw ... ... ... | cwts. | 3,911,141 | 6 501,738 | 8 710,840 | 3136,25,910 | 45,82,11,225 | 55,62,46,670 |
| | *bales. | =1,095,122 | =1,820,487 | =2,437,965 | | | |
| " Waste ... ... ... ... | cwts. | 21 | 202,217 | 267,207 | 630 | 60,58,230 | 70,54,370 |
| " Kapok ... ... ... ... | " | 4,392 | 13,015 | 23,875 | 1,86,840 | 5,86,530 | 15,41,060 |
| " Twist and Yarn ... ... ... | lbs. | 62,234,859 | 143,599,226 | 100,736,666 | 6,25,42,620 | 16,73,46,975 | 12,94,88,560 |
| " Grey Piece-Goods ... ... | yards. | 65,978,627 | 71,181,139 | 59,258,206 | 2,06,75,685 | 2,73,43,680 | 2,64,28,930 |
| " White " ... ... ... | " | 4,318,542 | 1,929,026 | 2,077,853 | 17,95,485 | 8,09,070 | 12,64 820 |
| " Coloured " ... ... ... | " | 97,475,421 | 128,830,810 | 99,669,320 | 4,34,96,940 | 5,98,54,530 | 5,38,01,820 |
| " Handkerchiefs and Shawls ... | No. | 403,946 | 3,128,198 | 2,928,353 | 3,23,115 | 19,62,450 | 37,32,680 |
| " Thread ... ... ... ... | lbs. | 111,001 | 221,696 | 188,885 | 1,64,340 | 3,54,375 | 3,11,960 |
| " Manufactures, Other Sorts ... | value. | ..... | ..... | ..... | 30,66,690 | 15,17,350 | 22,02,820 |
| Coir, Unmanufactured .. ... ... | cwts. | 2,260 | 9,044 | 8,420 | 25,665 | 98,340 | 1,05,920 |
| " Manufactured (excluding Rope) ... | " | 201,422 | 707,180 | 668,080 | 26,09,565 | 93,37,005 | 1,07,56,160 |
| Cordage and Rope of Vegetable Fibre ... | " | 58,753 | 58,479 | 56,631 | 12,76,650 | 12,30,585 | 13,51,610 |
| Cabinetware and Furniture ... ... | value. | ... ... | ..... | ..... | 2,13,730 | 5,43,340 | 8,03,750 |
| Drugs and Medicines excluding Chemicals and Narcotics— | | | | | | | |
| Nux Vomica (strychnia) ... ... | cwts. | 59,060 | 56,519 | 58,787 | 7,75,685 | 9,07,185 | 11,82,120 |
| Senna ... ... ... ... ... | " | 17,867 | 48,342 | 37,561 | 3,22,245 | 16,25,055 | 13,72,160 |
| Cinchona Bark... ... ... ... | lbs. | 11,949 | 187,752 | 243,146 | 2,810 | 73,550 | 1,38,470 |
| Other Sorts ... ... ... ... | value. | ..... | ..... | ..... | 24,32,960 | 14,79,780 | 17,59,440 |

* Bales of 400 lbs. † Of Leather and other Materials.

## FOREIGN TRADE OF BRITISH INDIA—EXPORTS—(*continued*).

| ARTICLES. | Quantities. | | | Value | | |
|---|---|---|---|---|---|---|
| | 1918 | 1919. | 1920. | 1918. | 1919. | 1920. |
| | | | | Rs. | Rs. | Rs. |
| Dyeing and Tanning Substances— | | | | | | |
| Barks for Tanning ... ... ... cwts. | ..... | ...— | 6,868 | ..... | ..... | 47,530 |
| Myrabollam Extracts... ... ... ... » | ..... | ..... | 25,185 | ... ... | ..... | 5,37,310 |
| Indigo ... ... ... ... ... » | 40,313 | 24,285 | 18,517 | 1,53,45,405 | 97,62,870 | 78,60,740 |
| Myrabollams ... ... ... ... ... » | 818,285 | 1,542,331 | 1,042,258 | 47,55,600 | 85,40,565 | 56,90,690 |
| Cutch and Gambier ... ... ... ... » | 64,739 | 41,549 | 54,698 | 12,21,270 | 9,94,500 | 12,85,780 |
| Turmeric ... ... ... ... ... » | 90,159 | 76,762 | 65,231 | 18,65,415 | 14,81,700 | 11,50,600 |
| Other Sorts ... ... ... ... ... » | 9,775 | 20,730 | 19,539 | 2,29,740 | 3,74,415 | 3,20,340 |
| Fibre for Brushes and Brooms ... ... ... » | 59,140 | 169,540 | 70,980 | 12,56,475 | 40,60,485 | 13,45,580 |
| Fodder, Bran and Pollards :— | | | | | | |
| Bran and Pollards ... ... ... tons. | 24,270 | 178,363 | 207,495 | 4,59,120 | 82,77,410 | 1,16,13,280 |
| Rice Meal ... ... ... ... cwts. | ..... | 155,250 | 105,457 | ..... | 3,20,500 | 2,45,230 |
| Other Sorts ... ... ... ... ... » | 61,922 | 34,976 | 95,840 | 3,11,130 | 3,14,130 | 5,90,170 |
| Gums and Resins ... ... ... ... » | 24,004 | 39,443 | 30,355 | 11,89,620 | 17,39,745 | 10,88,040 |
| Glass and Glassware ... ... ...value. | ... ... | ..... | ..... | 97,950 | 1,43,910 | 1,77,620 |
| Grain Pulse and Flour— | | | | | | |
| Rice in the Husk ... ... ... ... cwt. | 561,120 | 785,201 | 450,020 | 15,43,275 | 25,90,485 | 23,51,940 |
| „ not in the Husk ... ... ... ... » | 48,711,160 | 13,374,000 | 20,619,580 | 26,34,39,060 | 9,47,62,320 | 17,78,60,030 |
| Wheat ... ... ... ... ... » | 11,793,983 | 177,396 | 1,055,220 | 8,44,90,620 | 21,02,355 | 93,29,700 |
| Wheat Flour ... ... ... ... ... » | 759,368 | 797,846 | 1,181,040 | 90,37,575 | 1,22,18,445 | 1,73,90,390 |
| Rice Flour ... ... ... ... ... » | 1,020 | 70,121 | 103,200 | 7,470 | 7,94,445 | 13,87,960 |
| Barley ... ... ... ... ... » | 6,362,740 | 256,438 | 103,160 | 3,79,61,100 | 19,82,900 | 10,91,200 |
| Jawar and Bajree ... ... ... ... » | 188,024 | 102,299 | 3,111,120 | 13,50,330 | 11,15,820 | 28 97,260 |
| Pulse Beans ... ... ... ... ... » | †1,519,908 | 1,386,635 | 1,573,060 | †1,72,42,170 | 1,32,98,190 | 1,22,01,700 |
| „ Gram... ... ... ... ... ... » | 6,938,540 | 332,000 | 108,920 | 6,04,83,770 | 26,28,750 | 11,46,590 |
| „ Lentils ... ... ... ... ... » | †418,774 | 277,751 | 41,200 | †31,67,655 | 29,11,890 | 5,70,980 |
| „ other sorts ... ... ... ... ... » | 2,447,273 | 279,603 | 362,780 | 1,68,66,660 | 29,27,250 | 42,31,550 |
| Maize ... ... ... ... ... ... » | 1,194,027 | 1,349 | 63,000 | 65,69,625 | 10,485 | 3,79,940 |
| Other Sorts ... ... ... ... ... » | 15,927 | 23,315 | 362,760 | 142,720 | 2,64,105 | 33,52,900 |
| Hardware and Cutlery ... ... ...value. | ..... | ..... | ..... | 1,30,290 | 5,85,940 | 8,17,270 |

| | | | | | | |
|---|---|---|---|---|---|---|
| *Hides and Skins*— | | | | | | |
| *Hides* ... ... ... ... ... cwts. | 749,910 | 1,546,338 | 642,620 | 8,03,58,960 | 16,65,06,030 | 5,10,20,320 |
| *Skins* ... ... ... ... ... ,, | 448,960 | 892,380 | 384,520 | 5,34,32,985 | 21,33,88,455 | 8,62,72,440 |
| *Cuttings of Hides and Skins* ... ... ,, | 8,620 | 28,982 | 24,460 | 56,700 | 2,56,875 | 1,42,760 |
| *Hemp, Raw* ... ... ... ... ... ,, | 287,051 | 854,779 | 470,726 | 79,22,610 | 2,32,80,285 | 1,04,77,600 |
| *Horn Tips, Horn Meal and pieces of Horn* ... ... ... ... ,, | 14,372 | 77,272 | 43,590 | 2,51,670 | 21,73,140 | 8,62,800 |
| *Jadestone* ... ... ... ... ... ,, | 4,026 | 2,977 | 4,436 | 18,61,695 | 8,71,020 | 12,03,800 |
| *Jute—Raw* ... ... ... ... ... ,, | 393,413 | 564,298 | 498,632 | 10,58,65,815 | 24,06,31,365 | 12,68,31,980 |
| ,, *Twist and Yarn* ... ... ... tons. | 4,853,760 | 2,810,545 | 10,084,708 | 18,31,262 | 9,88,750 | 35,40,840 |
| ,, *Rope and Twine* ... ... ... lbs. | 86,895 | 56,018 | 72,372 | 37,17,525 | 18,04,500 | 20,15,630 |
| *Jute Gunny Bags* ... ... ... ... cwts. | 673,962,620 | 362,101,513 | 514,427,453 | 22,87,65,210 | 18,99,80,880 | 24,78,81,080 |
| ,, ,, *Cloth* ... ... ... ... No. | 397,812 | 317,559 | 461,912 | | | |
| ,, *Manufactures—Other Sorts* ... tons. | 1,205,021,156 | 1,178,492,497 | 1,436,783,236 | 33,46,18,530 | 28,12,79,130 | 32,53,51,190 |
| *Lac—Button* ... ... ... ... ... value. | ..... | 314,310 | 380,204 | | | |
| ,, *Seed* ... ... ... ... ... cwts. | ..... | ..... | ..... | 2,66,175 | 56,160 | 1,16,320 |
| ,, *Shell* ... ... ... ... ... ,, | 4,183 | 12,638 | 12,201 | 6,74,985 | 22,51,575 | 36,14,460 |
| ,, *Other Sorts*..... ... ... ... ,, | 3,525 | 3,524 | 2,133 | 4,17,210 | 4,73,190 | 4,26,770 |
| *Leather—Unwrought* ... ... ... ,, | 276,033 | 295,352 | 298,752 | 3,48,40,410 | 5,10,71,835 | 8,13,61,760 |
| *Metals and Ores*— | 12,611 | 15,754 | 20,709 | 3,32,925 | 6,68,700 | 10,61,580 |
| *Pig Iron* ... ... ... ... ... tons. | 1,559 | 5,302 | 9,725 | 1,55,820 | 10,80,870 | 13,62,900 |
| ,, *Lead* ... ... ... ... ... cwts. | 4,518 | 38,711 | 44,368 | 5,31,760 | 41,17,230 | 50,19,230 |
| *Ferro Manganese* ... ... ... ... tons. | 188,778 | 214,214 | 429,555 | 42,30,720 | 40,77,660 | 84,92,070 |
| *Metals Other Sorts* ... ... ... cwts. | 8,009 | 3,371 | 3,877 | 30,04,710 | 13,26,780 | 7,07,050 |
| *Manganese Ore* ... ... ... ... tons. | 10,559 | 22,568 | 35,903 | 4,06,140 | 12,52,590 | 16,52,420 |
| *Wolfram Ore* ... ... ... ... ,, | 350,826 | 370,459 | 711,424 | 72,38,730 | 69,77,325 | 1,53,42,650 |
| *Chromite Iron Ore* ... ... ... ,, | 4,872 | 3,933 | 2,934 | 1,10,75,520 | 88,04,335 | 40,77,650 |
| *Ores, Other Sorts* ... ... ... ... ,, | 40,424 | 11,455 | 30,675 | 12,56,400 | 3,51,250 | 10,20,210 |
| *Manures—Bones* ... ... ... ... ,, | 2,493 | 785 | 1,800 | 15,84,060 | 12,50,510 | 15,97,670 |
| ,, *Fish Manure and Guano* ... ... ,, | 17,050 | 61,964 | 107,843 | 13,15,830 | 51,99,780 | 1,10,20,510 |
| ,, *Sulphate of Ammonia* ... ... ,, | 18,916 | 24,511 | 29,801 | 22,76,160 | 31,86,250 | 42,53,540 |
| ,, *Other Kinds* ... ... ... ,, | 3,362 | 3,964 | 5,890 | 15,72,610 | 12,16,080 | 8,27,570 |
| *Mica* ... ... ... ... ... ,, | 6,168 | 6,334 | 2,945 | 10,38,300 | 8,82,800 | 4,88,370 |
| *Opium* ... ... ... ... ... cwts. | 59,954 | 59,098 | 76,517 | 93,79,075 | 86,34,480 | 1,06,54,380 |
| *Oil-cakes* ... ... ... ... ... chests | 10,546 | 7,691 | 7,181 | 3,14,51,760 | 2,36,98,620 | 3,77,17,480 |
| ... ... ... ... ... tons. | 85,314 | 136,124 | 115,381 | 78,01,155 | 1,66,69,710 | 1,43,32,910 |

† Figures prior to 1st April 1918 are included under Pulse.

## FOREIGN TRADE OF BRITISH INDIA—EXPORTS—(*continued*).

| ARTICLES | | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|---|
| | | 1918. | 1919. | 1920. | 1918. | 1919. | 1920. |
| | | | | | Rs | Rs | Rs. |
| Oils— | | | | | | | |
| Castor | gallons. | 2,240,500 | 362,872 | 367,491 | 52,58,910 | 13,84,155 | 9,89,640 |
| Cocoanut | ,, | 7,125,488 | 5,827,374 | 878,332 | 1,39,68,460 | 1,66,35,195 | 28,86,240 |
| Linseed | ,, | 1,719,529 | 580,994 | 347,142 | 64,43,880 | 26,04,750 | 16,83,230 |
| Mineral (Benzine Petrol, etc.) | ,, | 23,395,922 | 35,566,743 | 22,063,89. | 23,64,090 | 37,00,380 | 23,75,690 |
| Sandalwood | lbs. | 94,412 | 147,631 | 180,961 | 22,76,145 | 34,57,005 | 45,11,100 |
| Animal | gallons. | 171,397 | 293,544 | 249,313 | 1,85,025 | 2,74,545 | 2,47,760 |
| Essential excluding Sandalwood oil | ,, | 36,308 | 45,979 | 62,392 | 14,33,620 | 14,90,790 | 25,26,090 |
| Mustard | ,, | 335,942 | 355,151 | 376,348 | 7,89,135 | 12,56,190 | 10,66 230 |
| Gingelly | ,, | 180,227 | 119 218 | 127,159 | 4,36,515 | 3,67,035 | 4,35,770 |
| Other Sorts | ,, | 724,943 | 913,233 | 249,722 | 15,28,995 | 30,41,820 | 8,37,090 |
| Paraffin Wax | cwts. | 508,952 | 532,479 | 461,860 | 1,16,39,430 | 1,21,62,525 | 1,01,43,920 |
| Rubber—Raw | lbs. | 9,804,594 | 14,681,395 | 14,282,794 | 1,73,57,460 | 2,36,41,990 | 1,68,29,950 |
| Seeds— | | | | | | | |
| Linseed | cwts. | 4,433,389 | 6,670,328 | 3,919,600 | 4,57,95,540 | 12,42,58,818 | 6,50,58,270 |
| ape | ,, | 1,709,403 | 2,371,476 | 3,647,240 | 1,48,29,495 | 3,78,37,650 | 5,30,39,480 |
| Gingelly | ,, | 79,821 | 402,859 | 799,820 | 9,48 720 | 85,11,975 | 1,92,90,970 |
| Poppy | ,, | 49,655 | 158,129 | 76,560 | 6,92,505 | 36,93,900 | 15,02,230 |
| Castor | ,, | 2,066,225 | 209,509 | 293,980 | 2,67,37,965 | 31,13,595 | 34,40,250 |
| Groundnut | ,, | 995,044 | 1,154,853 | 2,422,840 | 74,68,270 | 2,31,50,100 | 3,98,13,080 |
| Cotton | ,, | 29,279 | 3,928,569 | 2,933,140 | 1,67,760 | 3,00,63,735 | 1,62,07,570 |
| Copra or Cocoanut Kernel | ,, | 12,774 | 214,585 | 31,100 | 2,28,150 | 50,50,920 | 8,13,380 |
| Mustard | ,, | 39,766 | 66,186 | 28,340 | 6,83,880 | 17,84,235 | 5,51,880 |

| | | | | | | |
|---|---|---|---|---|---|---|
| *Mowra* ... ... ... ... ... cwts. | 3 | 35,109 | 76,080 | 30 | 3,56,850 | 6,79,390 |
| *Essential* ... ... ... ... ... „ | 166,916 | 137,767 | 1,21,200 | 24,24,665 | 23,98,290 | 21,45,180 |
| Other Seeds ... ... ... ... „ | 5,200 | 19,225 | 7,660 | 2,41,470 | 5,13,455 | 1,99,510 |
| Silk Raw ... ... ... ... ... lbs. | 821,093 | 1,455,692 | 1,224,130 | 59,35,065 | 55,64,325 | 31,84,900 |
| „ Piece-Goods (including Silk mixed with other Materials) ... ... yds. | 508,991 | 687,324 | 3,13,754 | 7,09,665 | 10,54,320 | 570,530 |
| „ Manufactures, Other Sorts... ... lbs. | 45,496 | 2,840 | 2,393 | 1,30,125 | 12,060 | 11,530 |
| Tea Waste for manufacture of Caffeine... „ | 4,792,643 | 6,318,781 | 7,197,819 | 12,07,440 | 13,35,970 | 11,92,970 |
| Tallow and Stearine ... ... ... cwts. | 8,633 | 12,584 | 13,852 | 2,89,410 | 5,47,755 | 7,14,340 |
| Tobacco, Unmanufactured... ... ... lbs. | 20,878,860 | 35,464,485 | 28,425,330 | 56,83,230 | 88 18,080 | 75,18,580 |
| „ Manufactured ... ... ... „ | 1,704,754 | 1,680,323 | 1,547,451 | 16,60,215 | 16,99,275 | 12,95,470 |
| Wax of all kinds (excluding Paraffin Wax and Candles) ... ... ... cwts. | 3,752 | 4,677 | 856 | 3,96,000 | 4,99,815 | 2,33,550 |
| Wood and Timber— | | | | | | |
| Wood, Teak ... ... ... cubic tons. | 20,714 | 47,493 | 51,449 | 40,46,595 | 1,13,97,735 | 1,35,11,270 |
| „ —Other Timber ... ... „ | 2,460 | 5,896 | 7,651 | 2,33,550 | 4,43,595 | 9,51,610 |
| „ —Sandalwood ... ... ... tons. | 112 | 354 | 377 | 1,59,195 | 6,77,640 | 6,60,100 |
| „ —Other Sorts ... ... ... value. | ..... | ... ... | ..... | 17,560 | 1,39,665 | 1,16,460 |
| „ Manufactures of, excluding Furniture and Cabinetware ... ... „ | ..... | ... ... | ..... | 3,73,890 | 5,08,635 | 2,44,940 |
| Wool, Raw ... ... ... ... ... lbs. | 47,535,619 | 36,095,036 | 28,927,958 | 5,40,07,200 | 3,97,23,405 | 3,03,70,790 |
| „ Carpets and Rugs ... ... ... „ | 615,681 | 2,225,887 | 2,885,781 | 11,43,060 | 53,57,640 | 81,87,690 |
| „ Manufactures, Other Sorts ... value. | ..... | ..... | ..... | 1,69,200 | 4,73,235 | 4,55,870 |
| Articles exported by Post... ... ... „ | ..... | ..... | ..... | 1,70,69,895 | 1,81,78,875 | 2,65,54,180 |
| All other Articles ... ... ... ... „ | ..... | ..... | ..... | 46,96,663 | 3,61,72,217 | 4,29,89,770 |
| Total Value Rs. ... | ..... | ..... | ..... | 2,42,65,89,819 | 2,87,37,82,110 | 2,72,60,64,780 |

## FOREIGN TRADE OF BRITISH INDIA—EXPORTS—(*concluded.*)

| ARTICLES. | | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|---|
| | | 1918. | 1919. | 1920. | 1918. | 1919. | 1920. |
| | | | | | Rs. | Rs. | Rs. |
| FOREIGN MERCHANDISE. | | | | | | | |
| Animals Living | No. | 18 | 55 | 780 | 57,750 | 1,54,755 | 2,19,140 |
| Apparel | value. | ..... | ..... | ..... | 17,95,335 | 41,20,110 | 41,28,860 |
| Boots and Shoes | pairs. | 13,867 | 64,002 | 48,235 | 1,10,825 | 4,59,735 | 3,65,850 |
| Chemicals and Chemical Preparations | value. | ..... | ..... | ..... | 6,96,690 | 9,17,295 | 6,28,490 |
| Coffee | cwts. | 6,176 | 12,229 | 10,423 | 3,32,895 | 6,85,290 | 13,66,540 |
| Cotton—Raw | ,, | 2,780 | 40 | 16,560 | 28,005 | 1,050 | 25,86,970 |
| ,, Twist and Yarn | lbs. | 896,628 | 3,648,071 | 378,467 | 19,05,495 | 49,72,635 | 9,46,610 |
| ,, Grey Piece-Goods | yds. | 46,786,774 | 46,772,610 | 34,419,766 | 2,03,84,460 | 2,37,21,735 | 1,97,55,310 |
| ,, White ,, | ,, | 19,404,409 | 26,567,981 | 8,779,718 | 83,22,830 | 1,39,52,355 | 49,99,350 |
| ,, Coloured ,, | ,, | 41,546,567 | 48,002,265 | 19,752,179 | 2,14,89,330 | 2,64,74,925 | 1,22,22,430 |
| ,, Fents of all descriptions | ,, | 75,008 | 68,762 | 25,275 | 22,845 | 49,665 | 11,560 |
| ,, Handkerchiefs and Shawls | No. | 701,280 | 1,187,902 | 569,387 | 5,31,000 | 9,50,250 | 7,64,230 |
| ,, Thread | lbs. | 168,334 | 281,555 | 100,350 | 3,36,465 | 6,48,540 | 2,20,410 |
| ,, Manufactures, Other Sorts | value. | ..... | ..... | ..... | 16,46,070 | 22,44,270 | 17,26,740 |
| Dyeing and Tanning Substances | cwts. | 811 | 3,835 | 483 | 1,17,000 | 5,68,305 | 4,15,030 |
| Drugs and Medicines | value. | ..... | ..... | ..... | 16,27,980 | 25,48,050 | 30,83,300 |
| Earthenware and Porcelain | ,, | ..... | ..... | ..... | 46,260 | 6,97,080 | 8,94,590 |
| Fruits and Vegetables | ,, | ..... | ..... | ..... | 39,31,980 | 48,96,015 | 69,04,400 |
| Fish (excluding Canned Fish) | cwts. | 4,787 | 5,805 | 2,440 | 5,83,500 | 9,47,700 | 12,83,020 |
| Glass and Glassware | value. | ..... | ..... | ..... | 9,71,895 | 14,92,740 | 18,81,750 |
| Grain, Pulse and Flour | cwts. | 98,978 | 153,785 | 160 | 9,21,795 | 15,17,385 | 6,440 |
| Gums and Resins | ,, | 32,690 | 44,416 | 10,300 | 26,22,640 | 29,69,580 | 27,75,100 |
| Hardware | ,, | ..... | ..... | ..... | 11,98,800 | 29,80 605 | 32,96,730 |
| Hides and Skins | value. | ..... | ..... | ..... | 15,50,030 | 3,83,680 | 55,65,270 |
| Instruments, Apparatus and Appliances and parts thereof | ,, | ..... | ..... | ..... | 4,32,670 | 10,31,235 | 7,14,310 |
| Cutlery | ,, | ..... | ..... | ..... | 1,56,495 | 3,92,985 | 4,98,170 |
| Electroplatedware | ,, | ..... | ..... | ..... | 3,585 | 54,495 | 50,473 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Machinery and Mill work ... ... | ...value. | ..... | ..... | .. ... | 4,74,225 | 11,86,065 | 17,78,350 |
| Matches ... ... ... | gross of boxes. | 508,595 | 565,951 | 409,271 | 9,96,225 | 10,45,440 | 7,27,790 |
| Haberdashery & Millinery ... | ...value. | ..... | ..... | ..... | 3,98,100 | 8,16,225 | 6,20,260 |
| Ivory, Unmanufactured ... ... | ... lbs. | 96,414 | 151,795 | 114,742 | 6,18,765 | 9,48,555 | 9,84,390 |
| Metals and Ores ... ... ... | ... tons. | 1,239 | 3,145 | 6,198 | 10,08,825 | 38,60,715 | 54,30,440 |
| Liquors ... ... ... ... | ... gals. | 100,808 | 97,849 | 60,429 | 4,82,805 | 9,80,585 | 5,37,310 |
| Paper and Pasteboard ... ... | ...value. | ..... | ..... | ..... | 10,68,345 | 5,71,950 | 6,78,470 |
| Paints and Colours ... ... ... | ... cwts. | 2,355 | 4,094 | 3,282 | 1,54,220 | 3,25,260 | 2,79,680 |
| Rubber, Raw and Manufactures ... | ...value. | ..... | ..... | ..... | 13,95,990 | 2,73,550 | 4,20,220 |
| Stationery ... ... ... ... | ... ,, | ..... | ..... | ..... | 5,33,550 | 5,36,295 | 5,47,590 |
| Provision and Oilmanstores ... | ... cwts. | 21,625 | 24,221 | 24,146 | 13,16,280 | 15,07,395 | 13,56,980 |
| Oils ... ... ... ... ... | ...value. | ..... | ..... | ..... | 4,11,990 | 7,52,715 | 16,53,110 |
| Silk, Raw ... ... ... ... | ... lbs. | 34,613 | 139,482 | 119,737 | 2,50,785 | 10,03,635 | 6,58,930 |
| ,, Yarn, Noils and Waste ... | ... lbs. | 17,840 | 19,372 | 15,855 | 27,195 | 45,435 | 26,050 |
| ,, Piece-Goods ... ... ... | ...yards. | 1,248,141 | 2,437,113 | 1,101,511 | 19,75,950 | 42,89,775 | 21,43,270 |
| ,, Manufactures, Other Sorts ... | ,, lbs. | 189,919 | 548,978 | 80,795 | 3,91,110 | 9,76,830 | 2,21,700 |
| | | 9,045 | 13,296 | 12,523 | | | |
| Spices ... ... ... ... | ... ,, | 35,752 | 39,771 | 11,604 | 18,70,815 | 30,44,520 | 7,92,960 |
| Sugar, 16 Dutch Standard and above | ... cwts. | 981,997 | 1,368,160 | 1,553,780 | 1,95,57,240 | 3,31,84,695 | 6,48,48,540 |
| Sugar, 15 Dutch Standard and below | ... ,, | ..... | ..... | 20 | 15 | ..... | 260 |
| Confectionery ... ... ... | ... ,, | 260 | 1,100 | 900 | 18,180 | 1,07,350 | 96,610 |
| Soap ... ... ... ... | ... ,, | 15,649 | 29,641 | 9,436 | 5,31,540 | 12,30,515 | 6,15,230 |
| Tea, Black and Green ... ... | ... lbs. | 1,441,243 | 1,396,711 | 497,892 | 12,92,685 | 12,15,195 | 4,11,430 |
| Tobacco— | | | | | | | |
| Unmanufactured ... ... ... | ... ,, | 59,273 | 427,626 | 617,523 | 31,950 | 4,22,715 | 5,80,450 |
| Manufactured ... ... ... | ... ,, | 171,890 | 246,380 | 500,291 | 6,44,310 | 9,27,945 | 17,68,470 |
| Umbrellas ... ... ... ... | ... Nos. | 34,630 | 44,305 | 20,351 | 74,925 | 1,23,555 | 74,460 |
| Wax of all kinds ... ... ... | ... cwts. | 1,229 | 120 | 421 | 56,720 | 10,560 | 33,510 |
| Wool, Raw ... ... ... ... | ... lbs. | 14,335,166 | 14,616,464 | 10,838,451 | 1,35,20,505 | 1,39,61,085 | 1,03,13,370 |
| ,, Manufactures, All Sorts | ... value. | ..... | ..... | ..... | 12,20,040 | 32,81,040 | 29,05,620 |
| Wood and Timber ... ... | ... ,, | ..... | ..... | ..... | 1,45,830 | 6,33,870 | 11,94,370 |
| Articles re-exported by Post ... | ... ,, | ..... | ..... | ..... | 47,34,930 | 60,37,815 | 66,03,350 |
| All other Articles ... ... ... | ... ,, | ..... | ..... | ..... | 25,50,410 | 60,83,830 | 68,53,667 |
| Total Value Rs. ... | | ..... | ..... | ..... | 12,85,58,280 | 18,92,17,530 | 19,24,67,850 |
| Grand Total Rs. ... | | ..... | ..... | ..... | 5,52,51,48,090 | 3,06,29,99,640 | 2,91,85,32,630 |

* Of Leather and other Materials.

# FOREIGN TRADE OF THE BOMBAY PRESIDENCY—IMPORTS.

*Quantities and Value of the Principal Articles imported in the years ending 31st December 1918, 1919 and 1920.*

| ARTICLE. | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1918. | 1919. | 1920. | 1918. | 1919. | 1920. |
| | | | | Rs | Rs. | Rs. |
| Animals, Living ... ... ... ... No. | 9,069 | 1,839 | 1,757 | 44,98,591 | 8,23,476 | 18,36,280 |
| Apparel (including Lamettas) ... ... value. | ..... | ..... | ..... | 1,00,41,041 | 1,19,35,850 | 1,57,28,198 |
| Brushes and Brooms ... ... ... doz. | 110,121 | 127,848 | 157,460 | 3,58,370 | 4,18,516 | 7,41,509 |
| Haberdashery and Millinery ... ... value. | ..... | ..... | ..... | 51,08,449 | 56,00,610 | 1,55,54,595 |
| Arms, Ammunition, &c. ... ... ... ,, | ..... | ..... | ..... | 6,00,263 | 8,36,335 | 13,57,776 |
| Articles imported by Post ... ... ,, | ..... | ..... | ..... | 3,33,98,545 | 2,17,75,843 | 4,37,92,503 |
| Books and Matters Printed ... ... cwts. | 14,386 | 10,196 | 9,033 | 22,98,915 | 20,56,130 | 20,78,492 |
| Building and Engineering Materials— | | | | | | |
| Cement ... ... ... ... ... tons. | 2,420 | 11,427 | 35,625 | 3,34,857 | 13,19,932 | 33,80,782 |
| Bricks, Tiles, Clay and Other Sorts ... value. | ..... | ..... | ..... | 11,05,953 | 12,81,823 | 58,47,037 |
| Buttons of all sorts ... ... ... ,, | ..... | ..... | ..... | 8,61,275 | 7,44,759 | 15,46,297 |
| Candles ... ... ... ... ... lbs. | 221,183 | 51,509 | 311,326 | 1,05,012 | 44,695 | 1,76,063 |
| Cabinetware and Furniture ... ... value | ..... | ..... | ..... | 7,60,603 | 5,54,338 | 21,11,180 |
| Canes and Rattans ... ... ... cwts. | 16,001 | 21,627 | 30,284 | 1,73,143 | 2,86,494 | 2,77,983 |
| Carriages and Parts of ... ... ... value. | ..... | ..... | ..... | 1,94,588 | 8,97,714 | 16,35,122 |
| Coffee ... ... ... ... ... cwts. | 11,630 | 15,029 | 43,688 | 4,91,703 | 7,81,056 | 20,01,487 |
| Clocks and Watches ... ... ... No. | Figures not available. | 176,870 | 305,264 | 14,97,512 | 10,22,167 | 21,50,024 |
| Do. parts of ... ... value. | ..... | ..... | ..... | | 1,03,986 | 89,997 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Coal, Coke and Patent Fuel ... | ... tons. | 37,633 | 37,303 | 24,681 | 10,78,507 | 10,74,238 | 7,46,194 |
| Cotton, Raw ... ... ... | ... cwts. | 100,829 | 59,820 | 78,300 | 1,24,20,064 | 65,16,528 | 93,23,240 |
| „ Waste ... ... ... | ... „ | 7 | 12 | ..... | 133 | 228 | ..... |
| „ Twist and Yarn ... | ... lbs. | 21,730,178 | 7,641,817 | 23,861,114 | 4,44,58,219 | 1,87,07,319 | 6,77,98,286 |
| „ Grey Piece-Goods ... | ... yards | 1,58,153,292 | 100,502,188 | 130,622,086 | 6,26,35,272 | 4,25,93,518 | 6,23,06,692 |
| „ White „ „ ... ... | ... „ | 98,985,034 | 76,683,157 | 117,643,301 | 4,36,65,176 | 3,75,29,488 | 6,52,45,706 |
| „ Coloured „ „ ... ... | ... „ | 123,883,867 | 58,802,664 | 188,190,081 | 6,31,45,558 | 3,52,80,795 | 13,22,79,766 |
| „ Fents ... .. ... | ... „ | 25,484,695 | 11,765,094 | 14,923,375 | 87,01,362 | 30,25,444 | 67,14,870 |
| „ Shawls and Handkerchiefs | ... No. | 4,447,497 | 2,321,748 | 5,645,709 | 19,12,107 | 8,45,173 | 22,47,561 |
| „ Canvas ... ... ... | ... yards. | 178,210 | 165,447 | 261,933 | 2,77,741 | 6,07,078 | 5,99,024 |
| „ Hosiery ... ... ... | ... value. | ..... | ..... | ..... | 22,46,169 | 30,42,679 | 55,35,834 |
| „ Lace and Patent Nets ... | ... yards | 1,142,899 | 908,568 | 454,601 | 10,83,054 | 9,20,239 | 5,20,508 |
| „ Blankets ... ... ... | ... lbs. | 130,833 | 160,626 | 482,174 | 1,53,364 | 1,68,001 | 5,95,449 |
| „ Rope .. ... ... | ... „ | 284,036 | 182,380 | 449,375 | 5,70,946 | 3,34,968 | 9,75,585 |
| „ Thread .. ... ... | ... „ | 841,930 | 364,143 | 565,220 | 29,67,832 | 17,15,166 | 29,64,697 |
| „ Manufactures, Other Sorts | ... value. | ..... | ..... | ..... | 11,28,031 | 7,78,299 | 16,89,417 |
| Chemical Products and Preparations | ... „ | ..... | ..... | ..... | 99,47,331 | 60,98,564 | 90,24,993 |
| Flax Canvas ... ... ... ... | ... yards. | 159,346 | 263,440 | 579,358 | 3,93,154 | 6,35,966 | 12,69,401 |
| „ Piece-Goods ... ... ... | ... „ | 172,057 | 85,710 | 362,798 | 1,88,332 | 1,17,907 | 3,73,558 |
| „ Thread ... ... ... ... | ... lbs. | 63,702 | 79,460 | 19,899 | 1,56,849 | 4,16,398 | 1,38,296 |
| „ Manufactures, Other Sorts... | ... value. | ..... | ..... | ..... | 1,56,030 | 2,33,055 | 5,73,799 |
| Jute Canvas ... ... ... ... | ... yards. | 294,696 | 239,386 | 458,424 | 7,66,467 | 5,29,171 | 6,13,022 |
| „ Manufactures, Other Sorts... | ... value. | ..... | ..... | ..... | 67,270 | 70,716 | 2,85,360 |
| Drugs and Medicines— | | | | | | | |
| Camphor ... ... ... ... | ... lbs. | 446,948 | 168,865 | 342,506 | 13,31,086 | 7,74,052 | 24,64,993 |
| Cassia Lignia ... ... ... | ... cwts. | 28,623 | 30,163 | 24,491 | 9,38,834 | 10,36,721 | 7,88,594 |
| Other Sorts ... ... ... | ... value. | ..... | ..... | ..... | 52,08,633 | 69,55,342 | 79,10,454 |
| Opium ... ... ... ... | ... lbs. | 47 | 85 | 10 | 16,327 | 10,843 | 67 |
| Saccharine ... ... ... ... | ... „ | 656 | 12,772 | 45,013 | 14,215 | 1,54,979 | 5,59,867 |

# FOREIGN TRADE OF THE BOMBAY PRESIDENCY—IMPORTS—(*continued*).

| ARTICLES. | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1918. | 1919. | 1920. | 1918. | 1919. | 1920. |
| | | | | Rs. | Rs. | Rs. |
| Dyeing and Tanning Substances— | | | | | | |
| Cochineal ... ... ... ... ... cwts. | | 1,284 | 5,149 | | 2,42,319 | 7,67,443 |
| Cutch and Gambier ... ... ... „ | | 1,671 | 939 | | 57,234 | 34,255 |
| Aniline ... ... ... ... lbs. | | 2,632,052 | 6,398,939 | | 88,39,582 | 1,85,36,581 |
| Alizarine ... ... ... ... „ | *48,179 | 1,448,685 | 2,592,463 | 1,28,64,394 | 14,33,030 | 44,35,411 |
| Indigo ... ... ... ... ... cwts. | | 128 | 755 | | 25,680 | 2,24,073 |
| Saffron ... ... ... ... . lbs. | | 89,980 | 71,527 | | 26,01,703 | 14,85,079 |
| Other Sorts ... ... ... ... „ | | 16,924 | 27,575 | | 3,74,531 | 3,60,103 |
| Earthenware and Porcelain ... ... value. | ..... | ..... | ..... | 22,14,916 | 35,18,986 | 38,47,118 |
| China Clay ... ... ... ... ... cwts. | 371,261 | 186,299 | 391,570 | 25,52,654 | 12,04,546 | 23,15,407 |
| Fireworks ... ... ... ... ... value. | ..... | ..... | ..... | 4,18,099 | 5,11,142 | 9,84,705 |
| Glass and Glassware ... ... ... „ | ..... | ..... | ..... | 69,90,746 | 89,36,147 | 1,81,58,259 |
| Gums and Resins ... ... ... ... cwts | 62,058 | 85,879 | 85,846 | 19,31,712 | 28,66,260 | 26,01,322 |
| Hides and Skins— | | | | | | |
| Hides ... ... ... ... ... No. | 11,228 | 11,398 | 126,462 | 82,509 | 1,24,729 | 13,48,857 |
| „ ... ... ... ... ... cwts. | 58 | 1,071 | 9,684 | | | |
| Skins ... ... ... ... ... No. | 1,076,628 | 814,901 | 627,959 | 23,30,361 | 9,08,918 | 9,26,221 |
| „ ... ... ... ... ... cwts. | 14,544 | 9,081 | 6,881 | | | |
| Instruments and Apparatus and Appliances and parts thereof— | | | | | | |
| Electrical ... ... ... ... ... value. | ..... | ..... | ..... | 60,25,242 | 55,84,145 | 1,05,48,230 |
| Photographic ... ... ... ... „ | ..... | ..... | ..... | 13,79,067 | 11,80,666 | 16,47,154 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Scientific ... ... ... ... ... | value. | ..... | ..... | ..... | 9,70,181 | 11,70,373 | 15,34,707 |
| Musical ... ... ... ... ... | „ | ..... | ..... | ..... | 5,17,513 | 2,63,400 | 9,51,756 |
| Surgical ... ... ... ... ... | „ | ..... | ..... | ..... | 2,76,393 | 5,59,984 | 8,57,700 |
| Other Sorts ... ... ... ... | „ | ..... | ..... | ..... | 3,18,82 | 4,12,197 | 7,56,139 |
| Telephone Materials for Construction and Accessories ... ... ... ... | „ | ..... | ..... | ..... | 1,43,690 | 66,390 | 3,19,993 |
| Typewriters and Parts of and Accessories. | „ | ..... | ..... | ..... | 5,24,851 | 7,6 ,481 | 14,15,694 |
| Ivory, unmanufactured ... ... ... | lbs. | 266,215 | 561,360 | 364,841 | 20,22,894 | 44,74,957 | 27,21,975 |
| „ manufactured ... ... ... | value. | ..... | ..... | ..... | 89,970 | 2,42,856 | 1,24,054 |
| Jewellery and Plate of Gold and Silver... | „ | ..... | ..... | ..... | 2,80,316 | 4,96,879 | 10,96,301 |
| Precious Stones and Pearls unset ... | „ | ..... | ..... | ..... | 30,14,211 | 57,86,004 | 50,51,862 |
| Leather Harness, Saddlery, &c. ... | value. | ..... | ..... | ..... | 6,59,445 | 16,81,965 | 49,24,842 |
| „ Unwrought ... ... ... | cwts. | 210 | 450 | 752 | 58,800 | 1,89,478 | 1,84,992 |
| Beltings for Machinery (*b*) ... ... | value. | ..... | ..... | ..... | 42,86,242 | 20,88,828 | 54,48,616 |
| Boots and Shoes (*b*) ... ... ... | pairs. | 227,097 | 264,738 | 379,375 | 11,66,697 | 18,20,839 | 44,76,172 |
| Wines & Spirits— | | | | | | | |
| Ale, Beer and Porter ... ... | gallons. | 910,374 | 808,132 | 1,252,565 | 31,40,230 | 25,77,824 | 33,51,736 |
| Spirits— | | | | | | | |
| Brandy ... ... ... ... ... | „ | 88,682 | 101,902 | 214,251 | 16,78,324 | 19,98,809 | 33,89,504 |
| Whisky ... ... ... ... ... | „ | 185,699 | 223,904 | 257,567 | 28,80,143 | 40,27,170 | 38,84,200 |
| Spirits, Other Sorts ... ... ... | „ | 120,732 | 178,042 | 525,861 | 19,52,902 | 28,99,548 | 40,17,027 |
| Wines, all Sorts ... ... ... | „ | 109,919 | 140,109 | 155,553 | 14,10,953 | 20,94,987 | 24,45,432 |
| Cider and other Liquors ... ... | „ | 6,270 | 4,370 | 5,412 | 34,713 | 25,326 | 34,842 |
| Bobbins ... ... ... ... ... | „ | ..... | ..... | ..... | ‡20,43,963 | 33,83,035 | 39,71,485 |
| Machinery and Millwork ... ... | „ | ..... | ..... | ..... | 1,71,21,228 | 2,40,99,805 | 4,59,83,062 |
| Matches, Safety and Other Sorts. | Gross of Boxes | 7,420,765 | 5,258,730 | 7,959,850 | 1,03,56,683 | 69,14,963 | 1,00,44,799 |
| Mats and Mattings ... ... ... | square yards. | 542,269 | 643,565 | 460,997 | 2,57,821 | 3,44,723 | 3,37,211 |

* Cwts. (*b*) Of Leather and other Materials.

‡ Figures prior to 1st April 1918 are included under Machinery and Mill-work.

## FOREIGN TRADE OF THE BOMBAY PRESIDENCY—IMPORTS—(*continued.*)

| ARTICLES. | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1918. | 1919. | 1920. | 1918. | 1919. | 1920. |
| | | | | Rs. | Rs. | Rs. |
| Metals and Ores ... ... ... ... tons. | 47,112 | 95,259 | 241,841 | 3,86,57,571 | 5,80,39,203 | 13,45,11,845 |
| Hardware ... ... ... ... ... value. | ..... | ..... | ..... | 1,18,54,560 | 1,46,39,087 | 2,86,70,405 |
| Cutlery ... ... ... ... ... " | ..... | ..... | ..... | 8,00,746 | 12,72,380 | 18,54,840 |
| Electroplatedware ... ... ... " | ..... | ..... | ..... | 1,02,528 | 1,84,855 | 4,68,541 |
| Sewing and Knitting Machines and Parts thereof ... ... ... ... ... " | ..... | ..... | ..... | 4,71,006 | 13,50,836 | 21,74,424 |
| Motor Cars and Motor Cycles and Parts thereof ... ... ... ... ... " | ..... | ..... | ..... | 14,91,533 | 91,70,733 | 4,29,01,187 |
| Cycles (other than motor cycles) and Parts thereof and Accessories ... ... " | ..... | ..... | ..... | 4,35,964 | 5,04,863 | 18,64,462 |
| Oil Cloth and Floor Cloth ...square yards. | 236,101 | 171,635 | 688,832 | 4,44,072 | 3,33,042 | 12,98,681 |
| Oil, Mineral—Kerosine ... .. ...gallons. | 10,026,008 | 23,485,864 | 16,175,008 | 75,92,679 | 1,82 05,209 | 1,25,81,798 |
| " " Fuel ... ... ... " | 17,819,783 | 21,569,471 | 19,479,406 | 31,81,856 | 38,07,465 | 29,29,142 |
| " " Lubricating ... ... ... " | 1,558,110 | 4,213,127 | 3,846,884 | 23,46,054 | 58,48,525 | 72 54,281 |
| " " Other sorts ... ... ... " | | 767,939 | 201,343 | | 5,31,798 | 4,02,025 |
| " All Other Sorts ... ... .. " | ..... | ..... | 227,730 | 3,07,628 | 8,07,159 | 16,93,529 |
| Paraffin Wax ... ... ... ... tons. | 115 | ..... | 20 | 64,750 | 115 | 2,950 |
| Packing, Engine and Boiler, of all kinds. value. | ..... | .. ... | ... .. | 1,84,519 | 1,47,027 | 1,32,652 |
| Paints and Colours (excluding Painters' Materials) ... ... ... ... cwts. | 90,915 | 109,892 | 136,37 | 39,49,926 | 41,98,055 | 51,78,678 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Painters' Materials ... ... ... | value. | ... | ... | ... | 4,72,913 | 14,40,862 | 14,68,728 |
| Pitch, Tar and Damar ... ... ... | cwts. | 54,003 | 41,241 | 74,661 | 4,28,632 | 2,59,001 | 4,93,081 |
| Paper and Pasteboard ... ... ... | value. | ..... | ..... | ..... | 1,14,33,009 | 1,05,74,144 | 2,54,86,615 |
| Perfumery ... ... ... ... ... | ,, | ..... | ..... | ..... | 1,39,470 | 1,79,094 | 1,76,627 |
| Polishes ... ... ... ... ... | ,, | ..... | ..... | ..... | 4,23,937 | 6,13,990 | 13,36,246 |
| Provisions and Oilmanstores ... ... | ,, | ..... | ..... | ..... | 62,63,027 | 70,84,191 | 1,08,90,010 |
| Dry Fish (excluding Canned Fish) ... | cwts. | 35,201 | 44,854 | 44,741 | 4,24,982 | 3,77,958 | 4,99,152 |
| Fodder, Bran, Cattle Food (excluding Oil-Cakes) ... ... ... ... ... | ,, | 47,188 | 23,601 | 13,373 | 1,32,675 | 65,893 | 44,663 |
| Fruits and Vegetables (Dry)— | | | | | | | |
| Almonds ... ... ... ... ... | ,, | 25,290 | 108,317 | 76,724 | 12,81,073 | 64,53,209 | 37,99,832 |
| Dates ... ... ... ... ... | ,, | 496,573 | 638,619 | 672,264 | 41,94,324 | 55,42,308 | 79,89,575 |
| Other Sorts ... ... ... ... | ,, | 6,203 | 35,929 | 58,052 | 1,98,084 | 9,27,444 | 10,01,306 |
| Fruits and Vegetables (Fresh) ... ... | value. | ..... | ..... | ..... | 38,754 | 1,86,819 | 2,93,537 |
| Wheat ... ... ... ... ... | cwts. | 2 | *2,811,140 | 26 | 26 | 2,81,84,930 | ..... |
| Rice not in the husk ... ... ... | ,, | 5,285 | 1,461 | 923 | 50,876 | 21,511 | 16,380 |
| Pulse ... ... ... ... ... | ,, | 1,552 | 205,375 | 44,018 | 24,256 | 32,02,995 | 6,29,538 |
| Rubber, Raw ... ... ... ... | lbs. | 4,452 | 435 | 1,440 | 2,694 | 700 | 1,089 |
| ,, Tyres and Tubes ... ... ... | No. | 56,667 | 86,622 | 329,217 | 25,82,953 | 43,81,720 | 63,86,565 |
| ,, Other Manufactures ... ... | value. | ..... | ..... | ..... | 22,54,082 | 23,09,379 | 52,45,202 |
| Railway Plant and Rolling Stock ... | ,, | ..... | ..... | ..... | 31,93,697 | 1,16,05,327 | 3,31,56,196 |
| Seeds—Copra ... ... ... ... | cwts. | 157,025 | 136,556 | 97,486 | 21,23,581 | 26,99,661 | 20,32,705 |
| Silk, Raw ... ... ... ... ... | lbs. | 1,404,278 | 1,880,848 | 1,555,176 | 97,21,863 | 1,37,54,414 | 1,19,06,670 |
| ,, Waste ... ... ... ... ... | ,, | 83,583 | 50,720 | 112,098 | 1,67,948 | 1,34,354 | 3,05,813 |
| ,, Yarn, Noils and Warps ... ... | ,, | 739,958 | 548,018 | 655,153 | 57,31,165 | 36,98,857 | 68,96,180 |
| ,, Piece-goods (including Silk mixed with other Materials) ... ... | yards. | 14,005,214 | 19,861,149 | 20,013,467 | 2,45,64,515 | 3,65,19,895 | 4,15,31,609 |
| ,, Manufactures, Other Sorts .. ... | value. | ..... | ..... | ..... | 4,09,492 | 10,85,934 | 5,25,068 |

* Australian Wheat.

## FOREIGN TRADE OF THE BOMBAY PRESIDENCY—IMPORTS—(*concluded.*)

| ARTICLES. | Quantity. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1918. | 1919. | 1920. | 1918. | 1919. | 1920. |
| | | | | Rs. | Rs. | Rs. |
| Artificial Silk— | | | | | | |
| Artificial silk yarn ... ... ... lbs. | *43,370 | 1,38,515 | 96,099 | *3,63,234 | 12,74,101 | 8,14,387 |
| Piece-goods of cotton and artificial silk. yards | 299,023 | 26,74,654 | 49,09,086 | 4,21,338 | 25,94,438 | 64,79,949 |
| Soap ... ... ... ... .. ... cwts. | 105,181 | 1,36,669 | 1,47,525 | 44,75,473 | 49,86,150 | 55,39,627 |
| Spices— | | | | | | |
| Betelnuts ... ... ... ... ... ,, | 1,14,522 | 1,19,791 | 68,294 | 14,65,451 | 17,23,586 | 9,18,898 |
| Cloves ... ... ... ... ... ,, | 80,951 | 1,13,160 | 38,261 | 40,13,420 | 70,15,622 | 25,31,180 |
| Nutmegs ... ... ... ... ... ,, | 4,035 | 7,142 | 5,194 | 1,42,335 | 2,83,988 | 1,84,718 |
| Pepper ... ... ... ... ... ,, | 4,754 | 3,293 | 2,149 | 2,75,438 | 2,04,444 | 1,30,377 |
| Cardamoms ... ... ... ... ,, | 18 | 68 | 635 | 1,150 | 7,857 | 22,874 |
| Ginger ... ... ... ... ... ,, | 3,502 | 1,652 | 946 | 87,834 | 52,442 | 62,378 |
| Chillies ... ... ... ... ... ,, | 64 | 1,481 | 46 | 880 | 67,407 | 22,874 |
| Other Sorts ... ... ... ... ,, | 3,356 | 2,719 | 1,921 | 2,81,207 | 2,12,625 | 1,200 |
| Smokers' requisites... ... ... ... value. | ..... | ..... | ..... | 1,29,505 | 2,86,402 | 1,11,903 |
| Stone and marble ... ... ... ... cwts. | 70,047 | 42,208 | 114,988 | 1,06,009 | 1,80,777 | 2,77,588 |
| Starch and Farina ... ... ... ,, | 58,600 | 138,737 | 1,17,354 | 9,86,006 | 23,26,501 | 5,76,630 |
| Sugar 16 Dutch Standard and above ... ,, | 2,818,081 | 2,514,136 | 25,67,149 | 4,68,46,138 | 6,08,18,069 | 20,64,585 |
| Sugar 15 Dutch Standard and below ... ,, | ..... | ..... | 114 | ..... | ..... | 9,59,52,825 |
| Molasses ... ... ... ... ... ,, | ..... | 89,033 | 66,280 | ..... | 3,55,900 | 1,100 |
| | | | | | | 3,70,873 |

| | | | | | |
|---|---|---|---|---|---|
| Confectionery ... ... ... ... cwts. | 1,587 | 5,711 | 10,110 | 1,73,159 | 4,45,301 | 11,98,025 |
| Stationery ... ... ... ... value. | ..... | ..... | ..... | 31,87,205 | 40,92,253 | 81,11,654 |
| Tallow and Stearine ... ... ... cwts. | 8,846 | 11,346 | 69,417 | 1,79,935 | 5,47,431 | 37,23,953 |
| Toys and Requisites for games ... ... value. | ..... | ..... | ..... | 20,37 381 | 28,94,128 | 28,93,637 |
| Toilet Requisites ... ... ... ... ,, | ..... | ..... | ..... | 18,40,755 | 15,50,063 | 19,05,190 |
| Tea, Black and Green ... ... ... lbs. | 8,614,598 | 7,631,520 | 4,002,544 | 64,66,613 | 60,37,232 | 29,61,964 |
| Tobacco—Manufactured ... ... ... ,, | 1,062,215 | 1,422,119 | 1,626,669 | 51,28,215 | 61,01,148 | 70,68,715 |
| ,, Unmanufactured ... ... ,, | 222,947 | 663,352 | 575,696 | 2,56,893 | 7,84,853 | 7,97,688 |
| Umbrellas ... ... ... ... ... No. | 120,186 | 57,448 | 130,063 | 5,74,583 | 2,29,160 | 5,10,173 |
| Umbrella Fittings ... ... ... value. | ..... | ..... | ..... | 5,03,670 | 2,09,528 | 5,41,937 |
| Wax, all sorts other than Paraffin Wax ... cwts. | 1,895 | 295 | 1,543 | 88,220 | 20,154 | 92,037 |
| Wool, Raw ... ... ... ... ... lbs. | 1,226,890 | 982,126 | 684,820 | 8,03,937 | 6,46,204 | 4,67,758 |
| ,, Piece-Goods ... ... ... ... yards. | 4,266,570 | 2,385,865 | 6,448,985 | 1,28,47,459 | 85,70,499 | 2,70,41,128 |
| ,, Yarn and Knitting ... ... lbs. | 182,766 | 40,005 | 57,821 | 12,76,196 | 2,96,083 | 5,25,132 |
| ,, Carpets and Rugs ... ... ... ,, | 175,805 | 163,483 | 344,026 | 3,81,119 | 5,97,062 | 13,69,315 |
| ,, Manufactures, Other Sorts ... value. | ..... | ..... | ..... | 6,65,819 | 8,12,111 | 11,70,159 |
| Wood—Deal and Pine ... ... cubic tons. | 4,020 | 4,487 | 7,442 | 8,80,394 | 11,43,717 | 14,27,990 |
| ,, Teak ... ... ... ,, | 7,402 | 30,371 | 27,788 | 18,76,450 | 64,20,783 | 53,81,648 |
| ,, Other timber ... ... ,, | 10,352 | 7,734 | 11,095 | 16,17,472 | 10,59,313 | 16,66,266 |
| ,, Other sorts and Manufactures of wood ... ... ... ... value | ..... | ..... | ..... | 5,02,880 | 5,75,651 | 6,77,060 |
| All other Articles ... ... ... ... ,, | ..... | ..... | ..... | 63,90,174 | 46,57,775 | 88,81,191 |
| Total Value Rs. ... | ..... | ..... | ..... | 67,45,59,467 | 71,69,70,733 | 1,25,74,36,079 |

* Figures prior to 1st April 1918 are grouped under Silk Yarn, Noils and Warps.

# FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

*Quantities and Value of the principal Articles exported in the years ending 31st December 1918, 1919 and 1920.*

| ARTICLES. | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1918. | 1919. | 1920. | 1918 | 1919. | 1920. |
| INDIAN PRODUCE AND MANUFACTURES. | | | | Rs. | Rs. | Rs. |
| Apparel ... ... ... ... ... value. | ..... | ..... | ..... | 3,10,151 | 4,07,562 | 3,21,405 |
| Animals, living ... ... ... ... No. | 21 | 1,681 | 913 | 650 | 3,44,263 | 1,72,650 |
| Articles of Food and Drink other than Grain, Pulse and Flour— | | | | | | |
| Coffee ... ... ... ... ... cwts. | | 49,728 | 12,136 | | 30,96,739 | 7,96,477 |
| Fish (excluding Canned Fish) ... ,, | | 6,491 | 9,695 | | 4,03,004 | 8,68,908. |
| Fruits and Vegetables (Dry)... ... ,, | | 71,871 | 26,041 | | 13,36,324 | 6,84,665 |
| ,, (Fresh) ... value. | | ..... | ..... | | 5,53,430 | 2,35,090 |
| Provisions and Oilmanstores— | | | | | | |
| Butter ... ... ... ... ... cwts. | | 6,118 | 2,329 | | 7,81,956 | 3,43,089 |
| Ghi ... ... ... ... ... ,, | | 5,813 | 15,087 | | 6,67,737 | 13,05,033 |
| Condiments and Chutney ... ... ,, | | 15,437 | 14,146 | | 3,84,461 | 3,89,155 |
| Other Sorts ... ... ... ... ,, | | 9,792 | 4,456 | | 4,00,555 | 1,63,486 |
| Spices :— | | | | | | |
| Betelnuts ... ... ... ... ,, | | 2,119 | 2,608 | 3,98,88,923 | 84,433 | 1,02,193 |
| Cardamoms ... ... ... ... ,, | | 13,320 | 3,560 | | 19,19,955 | 5,05,531 |
| Chillies ... ... ... ... ... ,, | | 5,348 | 11,377 | | 1,89,729 | 3,69,871 |
| Ginger ... ... ... ... ... ,, | | 57,488 | 33,709 | | 17,89,937 | 10,06,668 |
| Pepper ... ... ... ... ... ,, | | 58,358 | 31,697 | | 33,74,750 | 16,68,297 |
| Other Sorts ... ... ... ... ,, | | 426 | 183 | | 17,849 | 12,441 |
| Sugar, 16 Dutch Standard and above... Tons. | | 1,393 | 1,135 | | 7,77,188 | 9,59,035 |
| Sugar 15 ,, and below. ,, | | 138 | 193 | | 51,159 | 1,09,133 |
| Confectionery ... ... ... ... ,, | | 53 | 35 | | 57,609 | 56,559 |
| Tea (Black and Green) ... ... lbs. | | 9,554,723 | 4,699,462 | | 86,39,111 | 38,11,762 |
| Liquors ... ... ... ... gallons. | | 62 | ..... | | 1,516 | ..... |
| Hardware ... ... ... ... value. | ..... | ..... | ..... | 20,817 | 3,28,012 | 4,39,512 |

Figures not available.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| *Articles exported by Post* ... ... value. | ..... | ..... | ..... | 83,77,444 | 79,91,749 | 93,46,515 |
| Bristles ... ... ... ... ... cwts. | 725 | 500 | 1,045 | 4,30,485 | 3,11,232 | 5,42,986 |
| Coir, manufactured and unmanufactured (excluding Ropes) ... ... ... tons. | 1,374 | 2,097 | 708 | 3,90,247 | 6,15,492 | 2,62,787 |
| Candles ... ... ... ... ... lbs. | 1,081,355 | 1,403,966 | 553,222 | 4,96,451 | 6,83,859 | 2,96,446 |
| Cotton—Raw ... ... ... ... cwts. | 3,859,958 | 5,356,256 | *6,830,807 | 29,60,59,657 | 37,59,19,766 | 43,92,58,057 |
| ,, Waste ... ... ... ... ,, | | 199,627 | 266,329 | | 60,20,096 | 70,32,346 |
| ,, Kapok ... ... ... ... ,, | 3,298 | 3,786 | 4,182 | 1,47,686 | 1,61,198 | 2,40,741 |
| ,, Twist and Yarn ... ... ... lbs. | 59,485,260 | 132,874,789 | 91,694,615 | 5,88,72,696 | 15,82,15,808 | 11,55,08,802 |
| ,, Hosiery ... ... ... ... value. | ..... | ..... | ..... | 2,53,682 | 1,87,589 | 97,973 |
| ,, Thread ... ... ... ... lbs. | 101,247 | 217,447 | 186,885 | 1,45,789 | 3,46,080 | 3,08,995 |
| ,, Handkerchiefs and Shawls ... No. | 313,588 | 759,139 | 290,983 | 2,52,798 | 5,16,540 | 2,97,993 |
| ,, Grey Piece-Goods ... ... yards. | 58,087,934 | 68,725,919 | 57,945,896 | 1,75,63,135 | 2,61,84,057 | 2,57,61,113 |
| ,, White ,, ,, ... ... ... ,, | 2,364,675 | 1,734,239 | 1,552,756 | 12,43,106 | 7,13,484 | 9,18,017 |
| ,, Coloured ,, ,, ... ... ... ,, | 62,857,935 | 94,941,487 | 68,462,880 | 2,45,36,686 | 3,92,85,799 | 3,23,64,586 |
| ,, Manufactures, Other Sorts ... value. | ..... | ..... | ..... | 22,00,812 | 11,59,098 | 18,76,842 |
| Chemicals—Saltpetre ... ... ... cwts. | 1,000 | 1,155 | 22,634 | 20,500 | 28,223 | 3,93,731 |
| ,, Other Sorts ... ... ... value. | ..... | ..... | ..... | 51,662 | 1,54,635 | 56,645 |
| Drugs and Medicines ... ... ... ,, | ..... | ..... | ..... | 9,57,805 | 8,66,654 | 5,99,382 |
| Dyeing and Tanning Substances— | | | | | | |
| Myrabollams ... ... ... ... cwts. | 306,350 | 558,072 | 532,731 | 17,04,373 | 23,36,131 | 29,02,078 |
| Indigo ... ... ... ... ... ,, | 6,359 | 4,479 | 1,827 | 30,10,515 | 19,21,062 | 9,35,379 |
| Turmeric ... ... ... ... ... ,, | 52,430 | 39,373 | 25,232 | 11,57,053 | 8,80,682 | 6,13,072 |
| Other Sorts ... ... ... ... ,, | 673 | 1,768 | 4,247 | 36,488 | 40,964 | 67,887 |
| Grain, Pulse and Flour— | | | | | | |
| Barley ... ... ... ... ... tons. | | 749 | 3,186 | | 1,62,318 | 8,13,369 |
| Gram ... ... ... ... ... ,, | | 1,648 | 932 | | 3,72,959 | 2,59,449 |
| Joowar ... ... ... ... ... ,, | | 4,909 | 5,717 | | 10,86,505 | 14,07,629 |
| Lentils ... ... ... ... ... ,, | | 11,647 | 1,284 | | 24,26,286 | 3,85,563 |
| Maize ... ... ... ... ... ,, | | 633 | 110 | | 6,100 | 19,459 |
| Pulse, other sorts ... ... ... ,, | | 1,347 | 339 | | 2,34,930 | 95,935 |
| Rice, not in the husk ... ... ... ,, | | 49,117 | 38,273 | 5,92,64,667 | 1,15,55,396 | 1,01,86,469 |
| ,, Ground and Rice Flour ... ... ,, | | 3,448 | 5,398 | | 7,82,097 | 13,85,757 |
| Wheat ... ... ... ... ... ,, | | 2,456 | 1,770 | | 7,28,089 | 5,74,351 |
| Wheat Flour ... ... ... ... ,, | | 30,707 | 35,642 | | 1,02,84,080 | 1,14,94,918 |
| Beans ... ... ... ... ... ,, | | 71 | 57 | | 18,613 | 9,653 |
| Oats ... ... ... ... ... ,, | | ..... | 100 | | ..... | 23,573 |
| Other Sorts ... ... ... ... ,, | | 445 | 4,781 | | 1,06,901 | 9,68,108 |

Figures not available.

* Or 1,912,010 Bales of 400 lbs.

## FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS—(*continued.*)

| ARTICLES. | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1918. | 1919. | 1920. | 1918. | 1919. | 1920. |
| | | | | Rs. | Rs. | Rs. |
| Fodder, Bran and Pollards ... ... tons. | 2,063 | 3,171 | 4,543 | 2,43,374 | 3,32,928 | 4,60,534 |
| Gums and Resins ... ... ... ... cwts. | 22,349 | 37,746 | 27,590 | 11,08,202 | 16,80,018 | 10,12,005 |
| Hemp (Raw) ... ... ... ... „ | 89,058 | 257,331 | 133,107 | 43,25,395 | 99,47,737 | 39,46,058 |
| Hides and Skins— | | | | | | |
| Hides ... ... ... ... ... No. | 872,997 | 1,113,439 | 385,506 | 78,50,672 | 1,88,82,886 | 54,85,240 |
| Do. ... ... ... ... ... tons. | 3,554 | 4,297 | 1,509 | | | |
| Skins ... ... ... ... ... No. | 5,086,102 | 12,079,422 | 4,247,204 | 1,14,90,187 | 4,09,72,952 | 1,61,83,255 |
| Do. ... ... ... ... ... tons. | 5,326 | 10,052 | 5,519 | | | |
| Horn Tips and pieces of Horn and Hornmeal „ | 158 | 1,635 | 11,215 | 1,24,027 | 10,99,015 | 3,31,888 |
| Mica ... ... ... ... ... cwts. | 361 | 1,616 | 1,926 | 37,050 | 2,70,380 | 2,27,467 |
| Manures (Bones and other kinds) ... tons. | 4,853 | 5,544 | 12,061 | 5,78,926 | 6,08,211 | 13,24,435 |
| Metals and Ores— | | | | | | |
| Manganese ore ... ... ... ... „ | Figures not available. | 239,175 | 377,148 | 30,85,516 | 43,14,541 | 76,38,269 |
| Ores, Other Sorts ... ... ... ... „ | | 180 | 836 | | 74,953 | 26,449 |
| Metals ... ... ... ... ... „ | 210 | 469 | 731 | 2,03,675 | 5,99,986 | 12,82,646 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Oils :— | | | | | | | | |
| Teelseed | gallons. | 115,926 | Figures not available. | 91,977 | 2,77,488 | 1,98,628 | 3,01,093 |
| Cocoanut | „ | 689,445 | | 74,732 | 18,24,908 | 25,81,986 | 2,42,177 |
| Castor | „ | 411,671 | | 37,355 | 9,81,235 | 5,68,764 | 1,23,927 |
| Ground nut | „ | 126,088 | | 30,199 | 3,30,095 | 27,340 | 1,14,401 |
| Linseed | „ | 416,186 | | 225,747 | 16,03,209 | 4,85,595 | 10,63,126 |
| Sandalwood | lbs. | *8,459 | | 174,449 | *16,78,719 | 32,10,448 | 43,54,665 |
| Other Sorts. | gallons. | 69,870 | | 109,042 | 10,81,037 | 11,48,516 | 7,97,265 |
| Oil-Cakes | tons. | 6,029 | 12,753 | 12,378 | 4,67,943 | 15,63,336 | 19,83,264 |
| Paraffin Wax | „ | 1 | ..... | 1 | 634 | ..... | 1,000 |
| Tobacco unmanufactured | lbs. | Figures not available. | 2,953,757 | 5,803,784 | 20,03,202 | 8,37,243 | 22,26,735 |
| Do. manufactured | „ | | 253,473 | 172,249 | | 5,26,136 | 2,60,989 |
| Seeds— | | | | | | | |
| Linseed | tons. | 1,20,530 | 144,279 | 77,430 | 2,57,54,676 | 5,29,80,675 | 2,55,78,090 |
| Cotton | „ | 237 | 108,010 | 123,671 | 30,168 | 1,59,54,070 | 1,29,86,695 |
| Rape | „ | 7,354 | 19,549 | 36,968 | 16,74,938 | 68,48,875 | 1,04,66,848 |
| Gingelly | „ | 2,513 | 16,218 | 38,571 | 6,20,972 | 58,90,333 | 1,87,51,669 |
| Poppy | „ | 1,900 | 4,163 | 3,299 | 5,13,723 | 19,55,159 | 12,94,644 |
| Groundnut | „ | 3,644 | 26,585 | 21,509 | 11,22,085 | 1,24,29,048 | 85,60,666 |
| Castor | „ | 76,390 | 6,[illegible]13 | 12,251 | 1,96,92,955 | 18,07,676 | 28,64,918 |
| Mowra | „ | ..... | 1,754 | 3,549 | ..... | 3,56,645 | 6,09,637 |
| Mustard | „ | 1,614 | 2,844 | 1,140 | 6,18,136 | 16,19,249 | 4,66,916 |
| Niger | „ | ..... | 426 | 35 | ..... | 1,66,728 | 10,395 |

*Figures prior to 1st April 1918 are grouped under Oils, other sorts.

## FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS—*(continued.)*

| ARTICLES. | Quantity. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1918. | 1919. | 1920. | 1918. | 1919. | 1920. |
| | | | | Rs. | Rs. | Rs. |
| Essential ... ... ... ... ... Tons. | 3,859 | 2,066 | 2,064 | 16,02,674 | 11,09,539 | 10,74,383 |
| Other Sorts ... ... ... ... „ | 169 | 439 | 254 | 43,891 | 1,44,937 | 70,880 |
| Copra or Cocoanut Kernel ... ... „ | 466 | 7,723 | 188 | 4,57,916 | 18,59,041 | 1,25,826 |
| Silk, Raw ... ... ... ... ... lbs. | 175,300 | 500,771 | 172,471 | 18,21,575 | 15,74,652 | 3,32,171 |
| „ Piece-Goods ... ... ... ... yds. | 206,300 | 544,315 | 77,601 | 3,12,352 | 8,46,603 | 1,50,505 |
| Tallow ... ... ... ... ... cwts. | 3,766 | 3,825 | 7,838 | 1,12,218 | 1,54,400 | 3,76,490 |
| Wool, Raw ... ... ... ... ... lbs. | 36,783,387 | 24,126,958 | 14,330,625 | 4,72,60,014 | 2,61,69,160 | 1,76,05,853 |
| „ Shawls ... ... ... ... No. | 195 | 1,281 | 141 | 1,330 | 25,822 | 1,372 |
| „ Carpets and Rugs ... ... lbs. | 75,090 | 698,225 | 744,918 | 2,65,734 | 18,84,090 | 27,38,114 |
| „ Manufactures, Other Sorts ... ... value. | ..... | ..... | ..... | 21,466 | 2,10,363 | 3,40,061 |
| All other articles ... ... ... ... „ | ..... | ..... | ..... | 99,15,655 | 86,06,757 | 81,91,823 |
| Total Value Rs. | ..... | ..... | ..... | 65,85,61,990 | 90,64,67,096 | 84,35,69,359 |
| FOREIGN MERCHANDISE. | | | | | | |
| Animals ... ... ... ... ... No. | ..... | ..... | 75 | ..... | ..... | 2,01,940 |
| Apparel ... ... ... ... ... value. | ..... | ..... | ..... | 14,89,122 | 31,66,751 | 27,68,008 |
| Cotton—Raw ... ... ... Tons. | 49 | 2 | 828 | 1,13,000 | 1,050 | 25,86,968 |
| „ Twist and Yarn ... ... lbs. | 887,785 | 3,000,299 | 342,126 | 18,74,712 | 39,00,390 | 8,82,275 |
| „ Grey Piece Goods ... ... yards. | 38,982,906 | 46,166,374 | 31,602,788 | 1,68,09,471 | 2,23,23,758 | 1,81,30,919 |
| „ White „ ... ... „ | 13,148,251 | 23,327,393 | 7,274,465 | 58,61,027 | 1,23,75,385 | 41,47,412 |
| „ Coloured „ ... ... „ | 29,891,909 | 37,025,805 | 13,827,942 | 1,59,82,479 | 2,07,25,118 | 91,80,525 |
| „ Fents „ ... ... „ | ..... | 47,806 | 24,765 | ..... | 37,786 | 11,248 |
| „ Shawls and Handkerchiefs ... No. | 718,664 | 1,183,690 | 566,464 | 5,18,628 | 9,47,794 | 7,60,965 |
| „ Hosiery ... ... ... ... value. | ..... | ..... | ..... | 10,73,534 | 17,58,803 | 10,48,310 |
| „ Thread ... ... ... ... lbs. | 143,758 | 276,305 | 97,651 | 2,94,354 | 6,29,639 | 2,14,901 |
| „ Manufactures, Other Sorts ... value. | ..... | ..... | ..... | 2,18,466 | 4,01,284 | 6,01,845 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Articles of Food and Drink other than Grain, Pulse and Flour— | | | | | | | |
| Fish (excluding Canned Fish) | ... cwts. | | 5,791 | 5,881 | | 9,46,452 | 12,79,133 |
| Fruits and Vegetables, Dry— | | | | | | | |
| Dates ... ... ... ... | ... Tons. | | 1,675 | 2,099 | | 4,47,040 | 6,18,105 |
| Other Sorts ... ... ... ... | ... „ | | 2,794 | 5,248 | | 28,91,055 | 46,16,491 |
| Fruits and Vegetables, Fresh | .. value. | | ... | ..... | | 792 | 1,866 |
| Provisions and Oilmanstores | ... cwts. | | 18,354 | 19,959 | | 11,32,917 | 10,79,389 |
| Sugar 16 Dutch Standard and above | tons. | | 29,117 | 41,255 | | 1,55,56,836 | 3,38,93,955 |
| Sugar 15 „ „ „ below. | „ | | ..... | ..... | | ..... | ..... |
| Confectionery ... ... ... ... | „ | | 27 | 44 | | 41,315 | 66,099 |
| Spices :— | | | | | | | |
| Cloves ... ... ... ... | .... cwts. | Figures | 34,894 | 10,637 | | 26,70,057 | 7,24,313 |
| Betelnuts ... ... ... ... | „ | not | 159 | 48 | 2,20,47,384 | 4,601 | 1,640 |
| Cardamoms ... ... ... ... | „ | available. | 172 | 77 | | 24,937 | 1,556 |
| Pepper ... ... ... ... | „ | | 1,389 | ..... | | 79,997 | 25 |
| Ginger ... ... ... ... ... | „ | | 42 | 13 | | 2,500 | 555 |
| Nutmegs... ... ... ... ... | „ | | 1,346 | 474 | | 1,10,961 | 29,298 |
| Other Sorts ... ... ... ... | „ | | 571 | 144 | | 55,135 | 15,021 |
| Tea, Black and Green ... ... | ... lbs. | | 1,188,338 | 424,186 | | 10,45,271 | 3,59,892 |
| Liquors :—Ale, Beer and Porter | gallons. | | 44,177 | 37,285 | | 1,70,749 | 1,28,959 |
| Do. Spirits ... ... ... | „ | | 32,332 | 8,045 | | 4,29,362 | 246,440 |
| Do. Wines ... ... ... ... | „ | | 4,139 | 3,536 | | 78,116 | 64,795 |
| Do. Cider and other Liquors ... | „ | | 44 | 90 | | 278 | 492 |
| Salt ... ... ... ... ... | cwts. | | 7 | ..... | | 162 | ... |
| Chemicals ... ... ... ... | ... value. | ..... | ..... | ..... | 5,39,309 | 6,57,875 | 5,18,672 |
| Drugs and Medicines ... ... ... | „ | ..... | ..... | ..... | 14,49,606 | 23,17,399 | 23,94,017 |
| Glass and Glassware ... ... ... | „ | ..... | ..... | ..... | 6,42,797 | 13,18,187 | 18,14,456 |
| Gums and Resins ... ... ... ... | cwts. | 25,254 | 43,948 | 48,501 | 12,23,659 | 29,58,019 | 27,72,587 |
| Hardware ... ... ... ... ... | value. | ..... | ..... | ..... | 6,01,142 | 22,60,692 | 25,79,246 |
| Haberdashery and Millinery ... ... | „ | ... | ..... | ..... | 1,57,539 | 6,97,774 | 5,39,667 |
| Ivory, unmanufactured ... ... ... | lbs. | 82,070 | 151,795 | 164,742 | 5,28,458 | 9,48,550 | 9,84,394 |
| Oils ... ... ... | gallons. | 70,372 | Figures not available | 919,242 | 2,70,383 | 3,95,920 | 4,31,216 |
| Machinery and Millwork ... | ... value. | ..... | ..... | ..... | 2,64,590 | 7,64,129 | 11,98,416 |
| Matches ... ... ... | gross of boxes. | 380,936 | 438,579 | 319,325 | 7,48,444 | 7,75,029 | 5,44,748 |
| Papers and Pasteboards ... | ... value. | ..... | ..... | ..... | 8,40,603 | 5,12,429 | 6,20,096 |
| Metals and Ores ... ... ... | ... Tons.. | 1,053 | 2,021 | 4,091 | 7,89,449 | 31,47,057 | 40,32,726 |
| Stationery ... ... ... ... | ... value | ..... | ..... | ..... | 4,08,906 | 4,78,497 | 4,97,426 |

## FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS—(*concluded.*)

| ARTICLES. | Quantity. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1918. | 1919. | 1920. | 1918. | 1919. | 1920. |
| | | | | Rs. | Rs. | Rs. |
| Silk, Raw ... ... ... ... ... lbs. | 33,704 | 138,334 | 1,18,496 | 2,29,657 | 9,95,754 | 6,49,791 |
| „ Yarn, Noils and Warps ... ... „ | 44,290 | 19,372 | 15,855 | 58,190 | 45,440 | 26,050 |
| „ Piece-Goods (including Silk mixed with other materials) ... ... yards. | 1,289,369 | 2,957,882 | 806 612 | 20,45,698 | 51,12,394 | 20,93,027 |
| Tobacco Unmanufactured ... ... ... lbs. | Figures not available. | 427,587 | 6,17,523 | 4,12,027 | 4,22,611 | 5,80,447 |
| „ Manufactured ... ... ... „ | | 185,667 | 2,02,402 | | 7,60,591 | 7,42,472 |
| Umbrellas ... ... ... ... ... No. | 24,432 | 43,204 | 19,641 | 54,039 | 1,20,640 | 72,035 |
| Wool, Raw ... ... ... ... ... lbs. | 358,512 | 129,024 | 31,696 | 4,12,905 | 1,10,894 | 26 630 |
| „ Piece-Goods ... ... ... ...yds. | Figures not available. | 505,012 | 2,43,450 | 12,19,464 | 23,35,019 | 11,61,762 |
| Shawls ... ... ... ... No. | | 2,449 | 1,534 | | 25,181 | 22,213 |
| Articles re-exported by Post ... ...value. | ..... | ..... | ..... | 18,46,558 | 20,26,814 | 25,78,504 |
| All other articles ... ... ... ... „ | ..... | ..... | ..... | 91,04,008 | 1,30,75,021 | 1,62,98,459 |
| Total Value Rs. ... | ..... | ..... | ..... | 9,01,29,608 | 13,31,55,955 | 12,67,62,402 |
| Grand Total Rs. ... | ..... | ..... | ..... | 74,86,91,598 | 1,03,96,23,051 | 97,03,31,761 |

*Exports of Indian Manufactured Yarns by Sea and Rail from Bombay (Converted into Bales of 400 lbs. each) since 1893.*

| 1st January to 31st December | To China. | To Japan. | Total to China and Japan. | Total to other Ports. | Total Exports by Sea. | Total Exports by Rail.* | Total Exports by Sea and Rail. |
|---|---|---|---|---|---|---|---|
| 1893 | 297,572 | 14,198 | 311,770 | 88,130 | 399,900 | 9,159 | 409,033 |
| 1894 | 338,703 | 10,743 | 349,446 | 105,863 | 455,309 | 10,388 | 465,697 |
| 1895 | 374,119 | 2,515 | 376,634 | 104,871 | 481,505 | 7,443 | 488,948 |
| 1896 | 471,023 | 2,467 | 473,490 | 99,877 | 573,367 | 6,274 | 579,641 |
| 1897 | 361,221 | 645 | 361,866 | 91,095 | 452,961 | 5,822 | 458,783 |
| 1898 | 437,645 | 475 | 438,120 | 108,691 | 546,811 | 7,100 | 553,911 |
| 1899 | 579,619 | 250 | 579,869 | 94,029 | 673,898 | 4,408 | 678,306 |
| 1900 | 253,531 | 100 | 253,631 | 87,998 | 341,429 | 5,480 | 346,909 |
| 1901 | 536,195 | ..... | 536,195 | 99,599 | 635,794 | 6,670 | 642,464 |
| 1902 | 555,487 | ..... | 555,487 | 111,259 | 666,746 | 7,427 | 674,173 |
| 1903 | 604,044 | ..... | 604,044 | 113,256 | 717,300 | 8,348 | 725,648 |
| 1904 | 460,316 | 3 | 460,319 | 113,321 | 573,700 | 9,789 | 583,489 |
| 1905 | 651,870 | ..... | 651,870 | 91,603 | 743,473 | 8,099 | 751,572 |
| 1906 | 596,926 | 500 | 597,426 | 99,628 | 697,054 | 15,417 | 712,471 |
| 1907 | 412,127 | 200 | 412,327 | 190,387 | 602,714 | 19,218 | 621,932 |
| 1908 | 441,899 | ..... | 441,899 | 144,312 | 586,211 | 18,334 | 604,545 |
| 1909 | 510,746 | ..... | 510,746 | 120,406 | 631,152 | 19,302 | 650,454 |
| 1910 | 424,893 | ..... | 424,893 | 130,506 | 555,399 | 19,103 | 574,502 |
| 1911 | 275,087 | ..... | 275,087 | 121,369 | 396,456 | 18,927 | 415,383 |
| 1912 | 433,989 | ..... | 433,989 | 137,910 | 571,899 | 13,400 | 585,299 |
| 1913 | 405,359 | ..... | 405,359 | 107,661 | 513,020 | 15,011 | 528,031 |
| 1914 | 324,586 | ..... | 324,586 | 108,346 | 432,932 | 30,957 | 463,889 |
| 1915 | 358,777 | ..... | 358,777 | 107,687 | 466,464 | 44,192 | 510,656 |
| 1916 | 303,692 | ..... | 303,692 | 102,876 | 406,568 | 37,846 | 444,414 |
| 1917 | 286,365 | 107 | 286,472 | 81,446 | 367,918 | 48,159 | 416,077 |
| 1918 | 108,568 | ..... | 108,568 | 80,429 | 188,997 | 87,115 | 276,112 |
| 1919 | 270,058 | 389 | 270,447 | 96,633 | 367,080 | 78,892 | 445,972 |
| 1920 | 175,688 | ..... | 175,688 | 107,692 | 283,380 | 119,436 | 420,816 |

* Compiled from Returns received from the Railway Companies.

# FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

*Quantities and Value of the Principal Articles imported in the Official Years* 1917-1918 *to* 1919-1920.

| ARTICLES. | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1917-1918. | 1918-1919. | 1919-1920. | 1917-1918. | 1918-1919. | 1919-1920. |
| | | | | Rs. | Rs. | Rs. |
| Animals—Living ... No. | 7,115 | 5,083 | 1,890 | 37,32,965 | 23,24,992 | 9,36,897 |
| Apparel, including Lamettas ... ... value | ..... | ..... | ..... | 76,09,531 | 1,28,45,044 | 1,07,53,175 |
| Arms, Ammunition, &c. (excluding Dynamite and other Explosives) ... ... ... ... ... ,, | ..... | ..... | ..... | 2,68,329 | 3,49,147 | 4,75,235 |
| Articles imported by Post ... ... ... ... ... ,, | ..... | ..... | ..... | 2,06,81,823 | 3,69,67,697 | 2,52,98,029 |
| *Boots and Shoes ... ... ... ... ... pairs. | 224,081 | 299,974 | 196,517 | 10,65,098 | 17,15,069 | 14,23,473 |
| Building and Engineering Materials— | | | | | | |
| Asphalt ... ... ... ... cwts. | 5,249 | ..... | 1,008 | 34,452 | ..... | 6,273 |
| Bricks other than Fire Bricks ... ... ... No. | 199,200 | 33 | 15,400 | 36,075 | 35 | 3,330 |
| Fire Bricks ... ... ... ... ... ,, | | 529,740 | 529,380 | | 1,58,497 | 63,833 |
| Cement ... ... ... ... ... cwts. | 261,620 | 50,165 | 423,806 | 10,21,826 | 3,82,271 | 20,41,172 |
| Tiles ... ... ... ... ... ... No. | 6,981,726 | 6,242,150 | 7,816,487 | 7,21,911 | 8,88,248 | 12,80,585 |
| Clay ... ... ... ... ... ... cwts. | 14,455 | 14,897 | 26,056 | 38,041 | 70,818 | 68,507 |
| Other Sorts ... ... ... ... ... value. | ..... | ..... | ..... | 3,06,532 | 1,34,066 | 85,622 |
| *Beltings for Machinery ... ... ... ... ,, | ..... | ..... | ..... | 47,88,333 | 35,54,764 | 20,61,591 |
| Books printed, and printed matter (including Maps and Charts) ... ... ... ... ... cwts. | 14,477 | 15,060 | 8,659 | 21,15,306 | 24,60,885 | 17,89,322 |
| Brushes and Brooms ... ... ... ... doz. | 123,208 | 78,062 | 187,072 | 4,18,114 | 3,13,729 | 4,85,067 |
| Buttons of all sorts ... ... ... ... value. | ..... | ..... | ..... | 10,35,516 | 7,55,064 | 9,17,565 |
| Cabinetware and Furniture ... ... ... ... ,, | ..... | ..... | ..... | 6,21,465 | 7,67,842 | 6,05,897 |
| Canes and Rattans ... ... ... ... ... cwts. | 32,583 | 12,385 | 21,946 | 3,22,281 | 1,75,765 | 2,73,846 |
| Candles ... ... ... ... ... ... lbs. | 328,342 | 12,506 | 147,795 | 1,68,699 | 10,308 | 97,750 |
| Carriages and Carts and parts thereof ... ... value. | ..... | ..... | ..... | 2,03,063 | 3,13,828 | 9,48,617 |
| Cork Manufactures ... ... ... ... ... cwts. | 2,492 | 1,773 | 1,611 | 2,66,903 | 1,83,484 | 1,80,988 |
| Clocks and Watches ... ... ... ... ... No. | 234,064 | 236,216 | 137,231 | 11,51,764 | 15,07,514 | 7,50,615 |
| Clocks and Watches, parts of ... ... ... ... value. | ..... | ..... | ..... | 35,404 | 71,408 | 97,842 |
| Coal ... ... ... ... ... ... ... tons. | 11,250 | 53,140 | 24,252 | 3,04,219 | 14,44,564 | 8,03,269 |
| Coffee ... ... ... ... ... ... ... cwts. | 18,696 | 747 | 33,053 | 7,55,756 | 40,902 | 16,62,964 |
| Coir Manufactured and unmanufactured ... ... ,, | 3,002 | 1,323 | 3,014 | 48,895 | 52,345 | 22,201 |

| | | | | | | |
|---|---|---|---|---|---|---|
| *Cordage and Rope of Vegetable Fibre (excluding Jute and Cotton)* ... ... ... ... ... cwts. | 11,772 | 10,670 | 8,246 | 7,57,944 | 9,99,042 | 7,78,669 |
| *Cotton*—Raw ... ... ... ... ... ... ,, | 48,758 | 93,197 | 68,303 | 39,39,066 | 1,20,29,377 | 67,19,178 |
| *Do.* Waste ... ... ... ... ... ... ,, | 6 | 6 | 2 | 73 | 246 | 42 |
| *Do.* Twist and Yarn ... ... ... ... ... lbs. | 6,054,720 | 23,100,981 | 6,559,003 | 1,26,66,506 | 4,82,69,795 | 1,73,89,824 |
| *Do* Shawls and Handkerchiefs ... ... ... No. | 5,053,112 | 4,006,361 | 30,04,688 | 12,09,687 | 19,18,473 | 10,27,278 |
| *Do.* Grey Piece-Goods ... ... ... ... yds. | 100,541,447 | 103,260,576 | 68,904,029 | 2,96,05,603 | 6,76,15,701 | 3,05,02,423 |
| *Do.* White Piece-Goods ... ... ... ... ,, | 120,502,608 | 90,267,092 | 85,681,147 | 3,32,20,581 | 4,46,69,811 | 4,35,55,657 |
| *Do.* Coloured Piece-Goods ... ... ... ... ,, | 152,672,767 | 108,997,702 | 83,779,689 | 6,59,56,034 | 5,77,82,586 | 5,21,73,300 |
| *Do.* Fents of all descriptions ... ... ... ... ,, | 23,567,151 | 21,271,075 | 13,273,823 | 70,21,481 | 73,19,798 | 39,31,257 |
| *Do.* Blankets ... ... ... ... ... lbs. | 121,534 | 89,028 | 171,456 | 1,19 663 | 1,19,343 | 1,91,534 |
| *Do.* Canvas ... ... ... ... ... yds. | 914,229 | 130,344 | 150,785 | 6,58,526 | 3,45,385 | 4,86,241 |
| *Do.* Hosiery ... ... ... ... ... value. | ... | ..... | ..... | 16,97,206 | 26,58,137 | 32,59,096 |
| *Do.* Lace and Patent net ... ... ... yards. | 2,185,115 | 1,268,480 | 4,43,641 | 21,12,542 | 12,82,980 | 3,91,950 |
| *Do.* Rope... ... ... ... ... ... lbs. | 345,739 | 201,205 | 260,747 | 5,17.809 | 4,57,446 | 4,30,257 |
| *Do.* Thread ... ... ... ... ... ,, | 906,447 | 641,620 | 412,150 | 29,50,451 | 24,29,120 | 18,53,989 |
| *Do.* Manufactures, Other Sorts ... ... ,, | 595,897 | 514,200 | ..... | 9,37,242 | 10,84,509 | 7,06,018 |
| Chemical Products and Preparations ... ... value. | ... | ..... | ..... | 1,23,10,725 | 87,89,022 | 49,88,471 |
| Cutlery ... ... ... ... ... ... ... ,, | ... | ..... | ..... | 6,22,531 | 8,99,455 | 13,25,721 |
| Cycles (other than motor cycles) and parts thereof and accessories ... ... ... ... ... ,, | ... | ..... | ..... | 3,60,737 | 4,35,409 | 7,07,777 |
| Dynamite and other Explosives ... ... ... ,, | ... | ..... | ..... | 5,03,307 | 3,32,134 | 2,11,644 |
| Drugs, and Medicines (excluding Chemicals and Narcotics) :— | | | | | | |
| Camphor ... ... ... ... ... ... lbs. | 1,057,673 | 315,280 | 273,203 | 27,40,407 | 10,29,282 | 16,79,430 |
| Cassia Lignia ... ... ... ... ... cwt. | 22,107 | 26,12. | 34,372 | 5,54,819 | 9,25,275 | 11,62,170 |
| Assafœtida ... ... ... ... ... ,, | 2,795 | 2,013 | 3,348 | 2,63,974 | 1,43,894 | 3,07,420 |
| Proprietary and Patent Medicines ... ... value. | ..... | ..... | ..... | 13,02,682 | 17,18,582 | 19,11,061 |
| Other Sorts ... ... ... ... ... ,, | ..... | ..... | ..... | 25,13,688 | 42,73,533 | 45,72,222 |
| Dyeing and Tanning Substances— | | | | | | |
| Aniline ... ... ... ... ... lbs. | 1,884,836 | 2,084,899 | 3,814,085 | 79,49,882 | 90,71,913 | 1,06,32,125 |
| Alizarine ... ... ... ... ... ,, | 134,120 | 1,198,715 | 1,260,980 | 9,64,257 | 13,32,493 | 12,97,392 |
| Cutch and Gambier ... ... ... cwts. | 1,525 | 2,000 | 1,022 | 58,387 | 72,808 | 34,920 |
| Cochineal ... ... ... ... ... ,, | 1,175 | 2,256 | 2,293 | 2,90,788 | 5,02,282 | 3,28,797 |
| Saffron ... ... ... ... ... lbs. | 47,204 | 48,052 | 97,846 | 9,26,011 | 16,70,540 | 25,13,700 |
| Indigo, Synthetic ... ... ... ... cwts. | 39 | 61 | 127 | 6,593 | 12,138 | 23,679 |
| Other Sorts (including Lac Dye) ... ... ,, | 43,196 | 6 460 | 20,682 | 12,23,966 | 2,10,552 | 4,39,945 |
| Earthenware and Porcelain ... ... ... ... value. | ... | ..... | ..... | 16,81,014 | 26,32,027 | 36,67,681 |
| China Clay ... ... ... ... ... ... cwts. | 332,173 | 412,864 | 121,840 | 17,63,395 | 29,43,744 | 6,17,223 |

* Of Leather and other Materials.

# FOREIGN TRADE OF THE PORT OF BOMBAY—IMPORTS—(*continued*).

| ARTICLES. | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1917-1918. | 1918-1919. | 1919-1920. | 1917-1918. | 1918-1919. | 1919-1920. |
| | | | | Rs. | Rs. | Rs. |
| Fireworks ... ... ... ... ... ... value. | ... ... | ..... | ..... | 5,92,941 | 4,30,657 | 5,26,009 |
| Fish (excluding Canned Fish) ... ... ... cwts. | 31,756 | 33,446 | 45,254 | 3,50,747 | 3,48,257 | 4,01,268 |
| Flax—Canvas ... ... ... ... ... ... yds. | 524,816 | 172,921 | 369,126 | 10,89,663 | 4,59,851 | 7,24,836 |
| Do. Piece-Goods ... ... ... ... ... ,, | 588,572 | 105,555 | 183,864 | 4,02,975 | 1,29,208 | 2,08,254 |
| Do. Thread ... ... ... ... ... ... lbs. | 110,217 | 43,846 | 61,788 | 3,12,450 | 1,62,132 | 3,33,992 |
| Do. Manufactures, Other Sorts ... ... ... value. | ..... | ..... | ..... | 4,35,692 | 1,39,002 | 3,48,488 |
| Fodder, Bran and Pollards (excluding Oil-cakes). cwts. | 37,153 | 37,545 | 15,400 | 98,956 | 1,03,653 | 43,699 |
| Fruits and Vegetables (Fresh) ... ... ... value. | ..... | ..... | ..... | 44,872 | 56,115 | 2,66,998 |
| Fruits and Vegetables, Dry— | | | | | | |
| Almonds ... ... ... ... ... ... cwts. | 35,196 | 21,052 | 131,355 | 18,32,419 | 15,34,270 | 73,79,991 |
| Dates ... ... ... ... ... ... ,, | 590,627 | 458,740 | 615,672 | 45,63,657 | 40,04,729 | 56,14,005 |
| Currants and Raisins ... ... ... ... ,, | 6,449 | 6,437 | 19,847 | 1,15,123 | 1,88,740 | 5,52,316 |
| Other Sorts ... ... ... ... ... ,, | 6,955 | 4,500 | 45,145 | 2,12,753 | 2,03,225 | 5,57,047 |
| Glass and Glassware ... ... ... value. | ... | ..... | ..... | 90,45,461 | 66,18,972 | 1,10,04,083 |
| Gums and Resins ... ... ... ... cwts. | 64,513 | 43,936 | 115,718 | 15,13,884 | 17,09,746 | 36,95,491 |
| Grain, Pulse and Flour— | | | | | | |
| Wheat ... ... ... ... ... ... ,, | 1 | *966,206 | *1,844,936 | 8 | *88,16,631 | 1,68,68,325 |
| Rice, not in the husk ... ... ... ... ,, | 18,769 | 3,685 | 1,305 | 1,21,119 | 41,897 | 20,972 |
| Beans ... ... ... ... ... ... ,, | ..... | ..... | 6,159 | ... | ... | 79,236 |
| Jawar and Bajree ... ... ... ... ... ,, | 1 | 4,462 | 78,341 | 3 | 35,308 | 8,42,960 |
| Pulse, other sorts ... ... ... ... ... ,, | 887 | 44,170 | 190,006 | 6,184 | 7,35,414 | 29,20,220 |
| Wheat Flour ... ... ... ... ... ,, | 1,826 | 5,818 | 2,614 | 27,808 | 1,08,887 | 36,653 |
| Other Sorts ... ... ... ... ... ,, | 224 | 494 | 5,708 | 953 | 4,484 | 34,997 |
| Hemp, raw ... ... ... ... ... ,, | 2,913 | 1,217 | ..... | 1,44,694 | 72,538 | ..... |
| Hardware (excluding Cutlery) ... ... ... value. | ..... | ..... | ..... | 1,03,32,780 | 1,31,76,027 | 1,57,82,864 |
| Electroplated ware ... ... ... ... ,, | ..... | ..... | ..... | 95,203 | 1,35,598 | 2,00,397 |
| Hops ... ... ... ... ... ... cwts. | 1,356 | 980 | 1,162 | 1,65,761 | 1,54,817 | 1,66,806 |
| Haberdashery and Millinery ... ... ... value. | ..... | ..... | ..... | 46,15,992 | 59,94,091 | 56,49,133 |
| Hides ... ... ... ... ... ... ... cwts. | 3,213 | 394 | 3,354 | 2,03,350 | 65,336 | 5,39,062 |
| Do ... ... ... ... ... ... ... No. | 29,327 | 5,672 | 52,792 | | | |
| Skins ... ... ... ... ... ... cwts. | 14,544 | 11,956 | 8,897 | 21,22,824 | 20,59,258 | 6,76,034 |
| Do. ... ... ... ... ... ... ... No. | 1,133,490 | 1,057,340 | 677,001 | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| *Telephone Materials for Construction & Accessories* ... value. | ..... | ..... | ..... | 1,55,081 | 1,86,652 | 33,555 |
| Instruments and Apparatus and Appliances and parts thereof— | | | | | | |
| Optical ... value. | ..... | ..... | ..... | 2,82,460 | 3,11,176 | 2,32,699 |
| Electrical ... ,, | ..... | ..... | ..... | 60,39,523 | 63,55,807 | 48,39,893 |
| Musical ... ,, | ..... | ..... | ..... | 4,01,275 | 5,14,031 | 2,91,084 |
| Photographic ... ,, | ..... | ..... | ..... | 9,09,022 | 19,04,081 | 7,38,999 |
| Scientific and Philosophical ... ,, | ..... | ..... | ..... | 6,81,935 | 11,05,710 | 11,11,104 |
| Surgical ... ,, | ..... | ..... | ..... | 2,66,628 | 4,17,146 | 5,24,724 |
| Other Sorts ... ,, | ..... | ..... | ..... | 45,520 | 52,393 | 1,63,541 |
| Ivory, Unmanufactured ... lbs. | 361,637 | 2,91,522 | 645,647 | 24,30,124 | 22,74,659 | 50,49,792 |
| ,, Manufactured ... value. | ..... | ..... | ..... | 1,28,223 | 1,48,313 | 2,04,160 |
| Jewellery, and Plate of Gold and Silver (excluding Imitation Jewellery, Precious Stones and Pearls unset) ... value. | ..... | ..... | ..... | 3,00,926 | 2,84,959 | 5,73,003 |
| Jute Canvas ... yds. | 1,137,548 | 2,80,384 | 394,761 | 19,15,575 | 8,06,017 | 7,00,117 |
| Do. Manufactures, other sorts ... value. | ..... | ..... | ..... | 65,120 | 57,264 | 84,165 |
| Precious Stones and Pearls unset ... ,, | ..... | ..... | ..... | 64,85,425 | 36,91,696 | 52,67,830 |
| Leather. Saddlery, Harness, &c. ... ,, | ..... | ..... | ..... | 4,85,319 | 7,08,354 | 21,84,028 |
| ,, Unwrought ... ... cwts. | 149 | 355 | 628 | 34,740 | 1,58,650 | 1,26,308 |
| Liquors including Methylated and Perfume Spirits.— | | | | | | |
| ,, —Ale, Beer, and Porter ... ... gallons. | 765,002 | 8,49,333 | 1,027,549 | 21,06,299 | 31,92,243 | 28,42,293 |
| ,, Spirits— | | | | | | |
| Brandy ... ,, | 93,348 | 98,925 | 108,376 | 12,55,599 | 19,38,460 | 19,64,791 |
| Whisky ... ,, | 233,970 | 1,79,143 | 233,904 | 29,47,800 | 31,28,515 | 37,74,675 |
| Gin ... ,, | 20,843 | 16,305 | 26,649 | 2,06,832 | 3,04,795 | 4,03,331 |
| Liqueurs ... ,, | 2,743 | 5,178 | 6,468 | 67,631 | 1,35,374 | 1,55,839 |
| Rum ... ,, | 10,938 | 2,609 | 11,717 | 49,952 | 31,633 | 67,303 |
| Spirit present in drugs, Medicines or Chemicals ... ,, | 38,225 | 29,433 | 45,078 | 9,41,597 | 8,41,778 | 11,61,247 |
| Spirit perfumed ... ,, | 4,061 | 6,102 | 8,132 | 2,74,988 | 4,82,498 | 4,57,371 |
| Spirit Methylated ... ,, | 18,791 | 70,740 | 64,265 | 39,236 | 2,02,634 | 1,36,404 |
| Spirits Rectified ... ,, | 99 | 13,825 | 22,395 | 974 | 27,180 | 40,969 |
| Other Sorts ... ,, | 5,700 | 6,037 | 46,548 | 88,365 | 2,60,682 | 4,98,947 |
| Wines ... ,, | 87,269 | 1,49,249 | 118,916 | 9,94,314 | 19,78,142 | 18,44,083 |
| ,, Cider and other fermented Liquors ... ,, | 4,300 | 6,142 | 4,774 | 20,498 | 84,087 | 26,213 |
| Bobbins ... value. | ..... | ..... | ..... | ..... | †28,68,932 | 33,78,110 |

* Australian Wheat. † Figures prior to 1st April 1918 are grouped under Machinery and Mill work.

# FOREIGN TRADE OF THE PORT OF BOMBAY—IMPORTS—(*continued.*)

| ARTICLES. | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1917-1918. | 1918-1919. | 1919-1920. | 1917-1918. | 1918-1919. | 1919-1920. |
| | | | | Rs. | Rs. | Rs. |
| Machinery and Millwork ... value. | ..... | ..... | ..... | 1,47,41,098 | 2,03,52,277 | 2,16,39,182 |
| Sewing and Knitting Machines and parts thereof ... ,, | ..... | ..... | ..... | 13,33,970 | 9,50,248 | 11,88,360 |
| Typewriters and parts of and Accessories... ... ,, | ..... | ..... | ..... | 6,43,048 | 5,43,942 | 7,15,246 |
| Mats and Mattings (except coir and Rubber) ...sq. yds. | 5,93,130 | 5,28,260 | 5,95,882 | 2,14,463 | 2,74,990 | 3,24,721 |
| Matches, Safety, and other ... ... ... ... Gross of boxes. | 9,160,834 | 5,090,088 | 7,963,983 | 1,22,56,959 | 70,60,310 | 1,04,84,998 |
| Motor Cars and Motor Cycles and parts thereof ... value. | ..... | ..... | ..... | 22,11,668 | 20,30,734 | 1,60,16,632 |
| Metals :— | | | | | | |
| Brass, Bronze and Manufactures thereof :— | | | | | | |
| Unwrought... ... ... ... ... ... cwts. | ... .. | 40 | 100,997 | ..... | 7,205 | 32,03,114 |
| Wrought :—Mixed or yellow metal for sheathings ... ... ... ... ... ,, | 2,895 | 1,366 | 98,996 | 3,48,112 | 1,27,727 | 62,25,412 |
| Other sorts ... ... ... ... ... ... ,, | 25,280 | 54,147 | 71,985 | 30,50,234 | 71,04,466 | 50,70,432 |
| Aluminium ... .. ... ... ... ... ,, | 692 | 2,019 | 11,412 | 2,18,387 | 6,02,956 | 13,91,504 |
| Copper Braziers and Sheets ... ... ... ,, | 907 | 10,422 | 99,259 | 1,13,723 | 12,19,739 | 67,02,144 |
| ,, other sorts ... ... ... ... ,, | 19,964 | 13,944 | 68,778 | 32,64,841 | 18,25,868 | 45,20,305 |
| Lead and Lead ore... ... ... ... ... ,, | 15,612 | 15,829 | 27,184 | 5,55,388 | 6,61,248 | 7,61,046 |
| Quicksilver ... ... ... ... ... ... lbs. | 88,358 | 44,825 | 304,768 | 3,46,785 | 2,28,532 | 9,49,306 |
| Tin ... ... ... ... ... ... ... cwts. | 5,394 | 1,087 | 13,808 | 8,35,186 | 2,02,781 | 22,78,117 |
| Zinc or Spelter ... ... ... ... ... ,, | 13,112 | 6,515 | 54,527 | 6,67,837 | 3,93,229 | 15,20,782 |
| Iron ... ... ... ... ... ... ... tons. | 1,689 | 1,483 | 2,857 | 6,02,652 | 7,13,342 | 6,06,124 |
| Iron or Steel ... ... ... ... ... ,, | 40,354 | 39,863 | 85,449 | 2,13,34,075 | 2,86,65,975 | 3,00,20,222 |
| Steel ... ... ... ... ... ... ... ,, | 3,234 | 6,283 | 26,891 | 11,79,223 | 39,61,007 | 67,98,845 |
| Other Sorts ... ... ... ... ... cwts. | 9,279 | 9,054 | 6,655 | 4,57,486 | 5,21,068 | 4,70,001 |
| Opium ... ... ... ... ... ... ... lbs. | 47 | 114 | ..... | 12,769 | 20,192 | ..... |
| Oil Mineral—Kerosine... ... ... ... ...gallons. | 13,394,111 | 5,477,135 | 28,814,149 | 85,54,615 | 47,77,156 | 2,24,93,891 |
| ,, ,, Fuel ... ... ... ... ... ,, | 7,369,147 | 19,346,383 | 17,743,062 | 11,68,897 | 37,76,308 | 29,06,432 |
| ,, ,, Lubricating ... ... ... ... ,, | 2,757,293 | 2,496,727 | 3,768,952 | 33,70,203 | 29,30,295 | 58,09,085 |
| ,, ,, Other Sorts ... ... ... ... ,, | 296,882 | 7,11,061 | 208,981 | 4,57,637 | 3,96,562 | 4,39,976 |
| ,, Animal ... ... ... ... ... ...gallons. | 53,327 | 121 | 7,489 | 198,213 | 1,023 | 31,938 |
| ,, Essential ... ... ... ... ... ... ,, | 15,735 | 15,740 | 16,256 | 2,58,371 | 3,05,831 | 4,09,317 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Oil Cocoanut ... ... ... ... ... ...gallons. | 5,270 | 37,223 | 10,159 | 10,353 | 59,117 | 24,122 |
| „ Linseed ... ... ... ... ... ... „ | 39,874 | 2,403 | 98,252 | 153,863 | 2,879 | 4,57,519 |
| „ Vegetable Non Essential other sorts ... ... „ | 7,309 | 1,771 | 9,945 | 29,803 | 10,699 | 47,504 |
| Oil Cloth and Floor Cloth ... ... ... ...sq. yds. | 2,69,589 | 2,59,278 | 1,86,835 | 2,87,306 | 5,54,302 | 2,63,897 |
| Paraffin Wax .. ... ... ... ... ... cwts. | 2,332 | ..... | 19 | 65,285 | ..... | 830 |
| Packing, Engine and Boiler of all kinds including Asbestos. value. | ..... | ..... | ..... | 1,45,776 | 2,01,143 | 1,62,310 |
| Printing and Lithographing Machinery and Materials excluding paper ... ... ... ... „ | ..... | ..... | ..... | 1,88,787 | 2,48,600 | 3,17,413 |
| Paints and Colours ... ... ... ... ... cwts. | 86,440 | 99,314 | 1,15,828 | 31,81,895 | 43,61,953 | 40,29,753 |
| Painter's Materials ... ... ... ... ... value. | ..... | ..... | ..... | 6,04,362 | 6,05,056 | 14,90,564 |
| Paper and Pasteboard ... ... ... ... ... „ | ..... | ..... | ..... | 1,08,97,234 | 1,07,27,424 | 1,05,41,690 |
| Perfumery (excluding Perfumed Spirits) ... ... „ | ..... | ..... | ..... | 1,52,959 | 1,32,799 | 2,15,975 |
| Pitch, Tar and Dammar ... ... ... ... cwts. | 62,994 | 43,617 | 53,194 | 3,69,985 | 3,72,200 | 3,15,039 |
| Polishes and Compositions for application to Leather. value. | ..... | ..... | ..... | 3,29,369 | 3,03,980 | 4,76,013 |
| „ „ to Metals, etc. „ | ..... | ..... | ..... | 2,02,581 | 1,55,189 | 1,81,901 |
| Provisions and Oilmanstores... ... ... ... ... „ | ..... | ..... | ..... | 56,35,133 | 66,52,223 | 89,59,465 |
| Railway Plant and Rolling Stock— | | | | | | |
| Carriages and Waggons and Parts thereof .. value. | ..... | ..... | ..... | 11,09,157 | 32,16,255 | 80,36,391 |
| Locomotive Engines and Tenders and Parts thereof ... ... ... ... ... ... „ | ..... | ..... | ..... | 3,76,475 | 12,19,555 | 12,37,654 |
| Bridge work, Rails Fish Plate, &c., and other materials for construction ... ... ... „ | ..... | ..... | ..... | 1, 2,434 | 70,330 | 36,01,960 |
| Rubber Tyres, and Tubes ... ... ... ... No. | 79,813 | 66,119 | 95,379 | 33,33,292 | 30,84,269 | 40,38,809 |
| „ other manufactures ... ... ... ... value. | ..... | ..... | ..... | 19,68,036 | 26,05,079 | 28,42,163 |
| *Seeds*:— | | | | | | |
| Essential ... ... ... ... ... ... cwts | 4 292 | 1,276 | 33,982 | 1,92,727 | 83,388 | 9,39,156 |
| Copra or Cocoanut Kernel... ... ... ... ... „ | 2,09,519 | 1,37,123 | 1,44,124 | 25,75,815 | 20,83,339 | 30,90,254 |
| Other sorts ... ... ... ... ... ... „ | 11,701 | 18,698 | 17,533 | 1,17,160 | 2,41,568 | 4,01,329 |
| Artifical Silk— | | | | | | |
| Artificial Silk Yarn ... ... ... ... ... lbs. | ..... | *56,570 | 1,67,841 | ..... | 3,88,522 | 15,12,104 |
| Piece Goods of Cotton and Artificial Silk ... yds. | 9,34,915 | 3,1,,102 | 4,084,342 | 11,89,395 | 4,32,202 | 41,16,919 |
| Silk—Raw ... ... ... ... ... ... lbs | 16,83,934 | 1,249,901 | 20,34,098 | 1,04,33,648 | 86,42,399 | 1,61,76,104 |
| „ Waste ... ... ... ... ... ... „ | 78,076 | 64,858 | 42,300 | 1,27,698 | 1,37,196 | 1,16,661 |
| „ Piece-Goods (including silk mixed with other materials) ... ... ... ... ... yards. | 1,47,11,696 | 14,018,700 | 24,302,064 | 1,89,02,225 | 2,48,49,439 | 4,64,76,828 |
| „ Yarn, Noils and Warps ... ... ... ... lbs. | 7,31,401 | 7,19,655 | 4,56,198 | 43,68,942 | 56,58,566 | 31,83,958 |

* Figures prior to 1st April 1918 are grouped under Silk Yarn, Noil and Warps.

## FOREIGN TRADE OF THE PORT OF BOMBAY—IMPORTS—(*concluded.*)

| ARTICLES. | | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|---|
| | | 1917-1918. | 1918-1919. | 1919-1920. | 1917-1918. | 1918-1919. | 1919-1920. |
| Silk Manufactures, Other sorts | value. | ..... | ..... | ..... | Rs. 2,30,563 | Rs. 5,32,085 | Rs. 10,68,816 |
| Ships, parts of (including Launches & Boats) | ,, | ..... | ..... | ..... | 3,93,951 | 2,98,806 | 1,47,098 |
| Smoker's requisites (excluding Tobacco) | ,, | ..... | ..... | ..... | 1,23,641 | 1,47,184 | 3,04,921 |
| Spices— | | | | | | | |
| Betelnuts | cwts. | 9,472,298 | 15,173,109 | 9,689,164 | 8,56,726 | 18,77,556 | 12,21,560 |
| Cardamoms | ,, | 213,008 | 57,963 | 4,791 | 1,46,133 | 35,970 | 5,167 |
| Chillies | ,, | 622 | 20,699 | 165,871 | 93 | 2,685 | 67,407 |
| Cloves | ,, | 8,050,595 | 11,605,237 | 9,255,142 | 37,93,371 | 52,84,081 | 54,23,341 |
| Ginger | ,, | 1,495,632 | 346,382 | 193,105 | 2,75,123 | 77,710 | 53,188 |
| Nutmegs | ,, | 1,070,874 | 429,078 | 768,445 | 3,08,830 | 1,43,089 | 2,76,249 |
| Pepper | ,, | 924,383 | 244,875 | 321,533 | 4,16,079 | 1,41,288 | 1,89,106 |
| Other sorts | ,, | 189,966 | 164,703 | 356,562 | 1,79,000 | 1,63,317 | 1,99,347 |
| Starch and Farina | ,, | 174,395 | 45,474 | 169,745 | 27,64,423 | 7,45,400 | 29,44,172 |
| Stone and Marble | ,, | 51,594 | 58,064 | 65,094 | 1,66,691 | 1,38,327 | 2,41,904 |
| Sugar, 16 Dutch Standard and above | ,, | 2,788,152 | 2,796,919 | 2,733,687 | 4,86,63,203 | 4,74,84,991 | 8,12,47,147 |
| Sugar, 15 Dutch Standard and below | ,, | 3,097 | ..... | 32 | 29,975 | ..... | 617 |
| Molasses | ,, | 25,277 | ..... | 146,432 | 54,860 | ... | 6,81,122 |
| Confectionery | ,, | 2,145 | 1,859 | 8,559 | 1,92,260 | 2,12,128 | 6,83,522 |
| Saccharin | lbs. | 496 | 460 | 26,847 | 20,587 | 10,065 | 2,92,426 |
| Shells and Cowries | value | ..... | ..... | ..... | 98,259 | 77,041 | 2,52,471 |
| Stationery (excluding Paper) | ,, | ..... | ..... | ... | 28,53,726 | 35,30,614 | 42,23,178 |
| Soap | cwts. | 144,935 | 86,929 | 151,994 | 45,02,508 | 42,33,901 | 51,98,064 |
| Tea, Black and Green | lbs. | 7,854,128 | 8,481,348 | 5,911,872 | 49,71,424 | 69,73,771 | 44,14,895 |
| Tobacco Unmanufactured | ,, | 164,999 | 309,402 | 763,932 | 1,32,882 | 3,50,832 | 8,97,639 |
| Do. Manufactured | ,, | 1,066,646 | 1,222,412 | 1,441,467 | 51,54,278 | 62,52,590 | 59,27,911 |
| Toilet Requisites | value. | ..... | ..... | ..... | 11,43,099 | 19,56,044 | 15,71,654 |
| Tallow and Stearine (including grease and animal fat) | cwts. | 14,929 | 2,359 | 25,446 | 6,66,366 | 1,01,282 | 12,08,768 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Toys and requisites for games and sports (including Fishing Tackle) ... ... ... ... ... | value. | ... ... | ..... | ..... | 13,40,210 | 18,26,992 | 30,43,276 |
| Umbrellas (including Parasols and Sunshades) ... | No. | 122,823 | 130,548 | 53,589 | 3,12,196 | 4,21,170 | 2,01,175 |
| Umbrella Fittings ... ... ... ... ... | value | ..... | ..... | ..... | 4,64,728 | 5,00,054 | 2,28,998 |
| Wax of all kinds other than Paraffin Wax ... | cwts. | 1,778 | 485 | 1,868 | 79,234 | 25,162 | 85,688 |
| Wool—Raw ... ... ... ... ... ... | lbs. | 1,922,951 | 1,296,722 | 886,831 | 10,53,044 | 8,64,802 | 5,84,826 |
| „ Hosiery ... ... ... ... ... ... | „ | 106,918 | 167,019 | 44,389 | 4,88,337 | 7,99,889 | 2,32,076 |
| „ Yarn and Knitting Wool ... ... ... | „ | 55,486 | 196,023 | 29,183 | 2,56,836 | 13,56,493 | 2,08,339 |
| „ Piece-Goods ... ... ... ... ... | yards. | 6,549,761 | 4,115,744 | 2,342,193 | 1,27,95,488 | 1,35,44,452 | 91,42,474 |
| „ Carpets and Rugs ... ... ... ... | lbs. | 169,754 | 105,167 | 309,303 | 3,42,603 | 3,80,541 | 11,07,231 |
| „ Shawls ... ... ... ... ... ... | No. | 11,204 | 1,708 | 3,764 | 33,290 | 17,547 | 21,340 |
| „ Manufactures Other Sorts ... ... ... | lbs. | 77,291 | 70,778 | 176,768 | 1,69,258 | 1,68,096 | 2,45,681 |
| Wood—Teak ... ... ... ... ... ... | c. tons. | 22,654 | 8,284 | 35,849 | 37,69,200 | 22,35,285 | 72,43,952 |
| „ Deal and Pine ... ... ... ... | „ | 21,735 | 3,543 | 5,211 | 36,85,817 | 7,94,110 | 12,85,079 |
| „ Other Timber ... ... ... ... | tons | 12,445 | 9,748 | 7,243 | 15,94,871 | 15,89,224 | 9,63,816 |
| „ Sandal ... ... ... ... ... | value. | ..... | ..... | ..... | 1,72,039 | 3,29,130 | 1,58,406 |
| „ Other Sorts ... ... ... ... ... | „ | ..... | ..... | ..... | 1,881 | 26,383 | 5,846 |
| „ Manufactures of (excluding Cabinetware and Furniture) ... ... ... ... ... | „ | ..... | ..... | ..... | 2,86,280 | 1,72,259 | 4,65,188 |
| All other Articles ... ... ... ... ... | „ | ..... | ..... | ..... | 27,65,491 | 30,12,686 | 46,05,570 |
| | Total Value ... | ..... | ..... | ..... | 56,81,86,044 | 71,08,39,126 | 78,89,08,418 |
| Treasure—Gold (Private) ... ... ... ... | ozs. ... | 2,412,126 | 1,126 | 1,157,592 | 14,31,40,752 | 65,735 | 7,06,49,992 |
| „ Silver ( „ ) ... ... ... ... | „ ... | 6,463,251 | 4,506,121 | 398,460 | 1,61,54,423 | 1,18,07,493 | 10,66,477 |
| | Total Treasure ozs. ... | 8,875,377 | 4,507,247 | 1,556,052 | 15,92,95,175 | 1,18,73,228 | 7,17,16,469 |
| | Grand Total Rs. ... | ..... | ..... | ..... | 72,74,81,219 | 72,27,12,854 | 86,06,24,887 |

# FOREIGN TRADE OF THE PORT OF BOMBAY—EXPORTS.

*Quantities and Value of the Principal Articles exported in the Official Years* 1917-1918 *to* 1919-1920.

| ARTICLES. | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1917-1918. | 1918-1919. | 1919-1920. | 1917-1918. | 1918-1919. | 1919-1920. |
| INDIAN PRODUCE AND MANUFACTURES. | | | | Rs. | Rs. | Rs. |
| Animals, living ... ... ... ... ... ... No. | 1 | 744 | 1,437 | 50 | 82,400 | 3,46,548 |
| Apparel ... ... ... ... ... ... ... value. | ..... | ..... | ..... | 2,70,244 | 4,07,254 | 4,11,009 |
| Articles exported by Post ... ... ... ... ... „ | ..... | ..... | ..... | 74,55,928 | 88,24,982 | 84,44,357 |
| Books, Printed and Printed matters ... ... ... cwts. | 3,792 | 2,327 | 2,567 | 2,43,579 | 2,06,467 | 238.419 |
| Boots and shoes ... ... ... ... ... ... pairs. | 39,010 | 110,656 | 3,28,941 | 75,538 | 326,926 | 11,85,642 |
| Bristles ... ... ... ... ... ... ... cwt. | 1,648 | 573 | 612 | 8,90,108 | 4,01,437 | 3,65,936 |
| Candles of all kinds ... ... ... ... ... lbs. | 673,687 | 1,241,454 | 1,248,927 | 2,60,630 | 5,98,721 | 625,646 |
| Chemicals and chemical preparations ... ... value | ..... | ..... | ..... | 4,12,416 | 82,149 | 160,850 |
| Drugs and Medicines ... ... ... ... ... ... „ | ..... | ..... | ..... | 5,10,236 | 10,80,781 | 804,863 |
| Coffee ... ... ... ... ... ... ... cwts. | 104,067 | 60,691 | 38,917 | 53,72,349 | 35,05,150 | 24,57,122 |
| Coir, unmanufactured and manufactured (excluding Ropes) ... ... ... ... ... ... „ | 12,571 | 36,657 | 32,099 | 1,58,816 | 5,37,783 | 5,15,182 |
| Cotton—Raw ... ... ... ... ... ... „ | 6,672,702 | 3,211,800 | 6,910,716 | 38,99,63,855 | 27,24,62,227 | 47,18,97,465 |
| „ Waste ... ... ... ... ... ... „ | ..... | 70,976 | 288,491 | ..... | 28,22,630 | 82,4 ,808 |
| „ Kapok... ... ... ... ... ... „ | 8,340 | 1.366 | 5 631 | 2,69,536 | 97,892 | 2,73,402 |
| „ Twist and Yarn ... ... ... ... lbs. | 117,457,100 | 62,552,331 | 136,769,104 | 7,23,26,417 | 7,07,65,669 | 16.19.46,731 |
| „ Grey Piece-Goods ... ... ... ... yards | 74,274,809 | 51,254,232 | 72,474,458 | 1,67,58,292 | 1,78,31,072 | 2,84,24,096 |
| „ White „ ... ... ... ... ... „ | 2,184,808 | 3,001,463 | 1,860,833 | 7,42.148 | 13,02,172 | 799,030 |
| „ Coloured „ ... ... ... ... ... „ | 83,012,619 | 63,611.217 | 86,911,207 | 2.47,32,827 | 2,79,33,319 | 3,64,19,472 |
| „ Shawls and Handkerchiefs ... ... ... No. | 342,808 | 327,940 | 716,482 | 2,04,219 | 2,46,533 | 4.81,892 |
| „ Hosiery ... ... ... ... ... ... value. | ..... | ..... | ..... | 1,19,680 | 2,03 624 | 2.16,700 |
| „ Thread ... ... ... ... ... ... lbs. | 111,531 | 140,347 | 245,837 | 1,24,081 | 2.00,988 | 4,08,976 |
| „ Manufactures, Other Sorts ... ... ... value. | ..... | ..... | ..... | 14,11,218 | 22,44,977 | 11,88,467 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Dyeing and Tanning Substances— | | | | | | |
| Indigo ... ... ... ... ... cwts. | 8,922 | 4,281 | 4,179 | 45,71,803 | 18,01,190 | 19,34,302 |
| Myrabollams ... ... ... ... ... ... ,, | 384,585 | 340,890 | 745,850 | 23,38,603 | 19,69,348 | 43,09,992 |
| Turmeric ... ... ... ... ... ... ,, | 48,142 | 42,560 | 37,087 | 9,33,352 | 10,20,711 | 6,89,553 |
| Other sorts ... ... ... ... ... ... ,, | 120 | 690 | 2,503 | 2,545 | 37,823 | 73,804 |
| Fish (excluding Canned Fish) ... ... ... ,, | 12,854 | 6,516 | 9,960 | 6,02,838 | 3,00,132 | 5,80,907 |
| Fruits and Vegetables (Fresh) ... ... ... value. | ..... | ..... | ..... | 7,11,726 | 5,71,525 | 3,62,840 |
| ,, ,, (Dry) ... ... ... ... cwts. | 37,977 | 75,978 | 54,149 | 6,39,086 | 12,63,063 | 10,26,188 |
| Fodder, Bran and Pollards (excluding oil cake) ... tons | 2,659 | 1,886 | 2,780 | 2,86,530 | 2,42,514 | 4,15,540 |
| Furniture and Cabinet ware ... ... ... ... value. | ..... | ..... | ..... | 1,53,740 | 2,28,469 | 6,17,442 |
| Glass and Glassware ... ... ... ... ... ,, | ..... | ..... | ..... | 1,09,883 | 39,691 | 1,74,840 |
| Grain, Pulse and Flour— | | | | | | |
| Rice not in the Husk ... ... ... ... cwts. | 2,269,286 | 2,092,191 | 993,424 | 1,94,91,384 | 2,28,92,196 | 1,24,78,640 |
| Oats ... ... ... ... ... ... ... ,, | 7,135 | 1,881 | 2,887 | 52,138 | 16,514 | 30,068 |
| Wheat ... ... ... ... ... ... ... ,, | 4,854,974 | 792,268 | 49,461 | 3,27,63,786 | 62,63,292 | 7,38,991 |
| Wheat Flour ... ... ... ... ... ... ,, | 651,353 | 446,144 | 773,238 | 72,17,962 | 60,80,141 | 1,23,17,006 |
| Rice Flour and Ground Rice ... ... ... ,, | ..... | ..... | 176,447 | ..... | ... | 21,59,628 |
| Barley ... ... ... ... ... ... ... ,, | 217,463 | 219,997 | 3,914 | 11,81,632 | 12,19,521 | 50,191 |
| Gram ... ... ... ... ... ... ... ,, | 166,190 | 278,725 | 26,842 | 10,45,334 | 17,19,608 | 3,15,147 |
| Jawar and Bajree ... ... ... ... ... ,, | 240,895 | 104,298 | 136,642 | 15,23,371 | 8,18,755 | 15,61,897 |
| Lentils ... ... ... ... ... ... ... ,, | ..... | † 349,675 | 82,243 | ..... | †32,11,751 | 9,45,986 |
| Maize ... ... ... ... ... ... ... ,, | 7,187 | 10,354 | 1,360 | 34,317 | 61,560 | 12,407 |
| Pulse, other sorts ... ... ... ... ... ,, | 1,605,665 | 217,764 | 6,821 | 1,25,61,061 | 15,91,755 | 1,00,959 |
| Other sorts ... ... ... ... ... ... ,, | 5,422 | 8,774 | 42,112 | 52,737 | 73,998 | 4,60,437 |
| Gums and Resins ... ... ... ... ... ,, | 24,361 | 22,159 | 36,405 | 9,97,472 | 11,56,929 | 15,24,832 |
| Haberdashery and Millinery ... ... ... value. | ..... | ..... | ..... | 48,587 | 1,26,735 | 2,03,660 |
| Hardware and Cutlery including Platedware ... ,, | ..... | ..... | ..... | 38,231 | 93,824 | 3,87,864 |
| Hides and Skins— | | | | | | |
| Hides ... ... ... ... ... ... ... cwts. | 87,771 | 71,136 | 96,537 | 1,01,70,979 | 75,00,102 | 2,14,07,193 |
| ,, ... ... ... ... ... ... ... No. | 1,087,479 | 913,948 | 1,216,603 | | | |
| ,, ... ... ... ... ... ... ... cwts. | 175,461 | 180,671 | 146,771 | 2,11,26,685 | 3,13,13,167 | 2,51,12,581 |
| Skins ... ... ... ... ... ... ... No. | 8,130,969 | 1,12,42,519 | 6,779,126 | | | |
| ,, ... ... ... ... ... ... ... value | ..... | ..... | ..... | 13,79,506 | 13,43,465 | 16,62,178 |
| Jute Manufactures ... ... ... ... ... cwts. | 151,797 | 174,787 | 216,134 | 48,10,453 | 79,52,845 | 75,97,088 |
| Hemp, raw ... ... ... ... ... ... | | | | | | |

* or 1,948,481 Bales of 400 lbs.

† Figures prior to 1st April 1918 are grouped under Pulse.

## FOREIGN TRADE OF THE PORT OF BOMBAY—EXPORTS—(*continued*).

| ARTICLES. | | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|---|
| | | 1917-1918. | 1918-1919. | 1919-1920. | 1917-1918. | 1918-1919. | 1919-1920. |
| | | | | | Rs. | Rs. | Rs. |
| Horns, Tips and pieces of Horn and Hornmeal | ... cwts | 7,811 | 14,637 | 20,999 | 1,97,905 | 5,53,947 | 6,46,095 |
| Lac shell and others | ... ,, | 600 | 7,421 | 43 | 64,000 | 9,99,480 | 5,908 |
| Leather—Unwrought | ... ,, | 1,324 | 1,367 | 1,486 | 76,924 | 1,66,198 | 3,47,215 |
| ,, Saddlery Harness | ... value. | ..... | ..... | ..... | 2,810 | 9,660 | 28,059 |
| ,, Manufactures, other sorts | ... ,, | ... .. | ..... | ..... | 8,727 | 49,647 | 53,611 |
| Manures—Bones Ground | ... tons | 4,061 | 3,215 | 6,149 | 3,57,731 | 2,92,633 | 5,61,722 |
| ,, Unground, other kinds | ... ,, | 997 | 693 | 992 | 2,25,708 | 1,40,734 | 1,98,504 |
| Mica | ... cwts. | 3,761 | 1,488 | 1,567 | 1,00,467 | 1,65,675 | 2,39,849 |
| Metals and Ores— | | | | | | | |
| Metals | ... tons. | 659 | 322 | 543 | 2,87,449 | 2,99,837 | 7,99,261 |
| Manganese Ore | ... ,, | 847,608 | 180,376 | 249,667 | 43,10,391 | 32,73,181 | 46,72,858 |
| Ore—Other sorts | ... ,, | 500 | 1,134 | ... .. | 22,524 | 48,615 | 13 |
| Oils— | | | | | | | |
| Animal ... | ... gallons. | 80 | 16,049 | 121,288 | 140 | 21,869 | 1,54,660 |
| Essential Sandalwood oil | ... lbs. | ...... | 113,139 | 149,553 | ..... | 28,57,687 | 38,37,530 |
| ,, Other sorts | ... gallons. | 26,389 | 13,789 | 18,519 | 21,80,691 | 4,94,687 | 7,66,210 |
| Cocoanut | ... ,, | 209,227 | 840,879 | 754,875 | 4,54,259 | 21,72,839 | 23,78,287 |
| Castor | ... ,, | 331,927 | 452,840 | 45,744 | 6,82,788 | 14,53,022 | 1,59,598 |
| Groundnut | ... ,, | 11,325 | 132,384 | 26,673 | 30,772 | 3,50,470 | 1,00,531 |
| Gingelly | ... ,, | 129,225 | 83,644 | 112,946 | 2,44,031 | 2,20,660 | 3,33,094 |
| Mineral | ... ,, | 14,580 | 149,461 | 48,837 | 11,139 | 1,58,537 | 60,867 |
| Linseed... | ... ,, | 3,857 | 442,790 | 141,152 | 10,165 | 16,84,699 | 6,16,271 |
| Mustard | ... ,, | 3,558 | 12,168 | 5,741 | 8,319 | 35,060 | 22,074 |
| Other Sorts | ... ,, | 4,804 | 1,363 | 2,369 | 10,365 | 3,022 | 9,165 |
| Oil Cakes | ... cwts. | 97,089 | 138,659 | 237,127 | 4,34,592 | 5,60,261 | 15,99,563 |
| Paraffin Wax | ... ,, | 119 | 23 | 24 | 3,560 | 1,134 | 900 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Provisions and Oilmanstores— | | | | | | | |
| Butter ... ... ... ... ... ... lbs. | 1,503,078 | 673,252 | 525,557 | 14,21,017 | 7,11,993 | 6,01,316 | |
| Ghi ... ... ... ... ... ... ... ,, | 9,92,955 | 928,768 | 700,390 | 7,42,220 | 7,81,516 | 7,36,972 | |
| Pickles, Chutnies, Condiments ... ... ... cwts. | 8,682 | 6,041 | 16,052 | 1,84,445 | 141,409 | 4,09,058 | |
| Other sorts ... ... ... ... ... ... value. | ..... | ..... | ... .. | 10,10,636 | 10,69,875 | 1,74,369 | |
| Stationery ... ... ... ... ... ... ... ,, | ..... | ..... | ..... | 74,610 | 1,23,300 | 1,09,251 | |
| Seeds— | | | | | | | |
| Linseed... ... ... ... ... ... ... cwts. | 2,229,844 | 2,883,055 | 2,065,669 | 2,13,82,901 | 3,32,34,523 | 4,31,40,847 | |
| Rapeseed ... ... ... ... ... ... ,, | 289,548 | 222,507 | 365,568 | 24,39,880 | 28,02,424 | 68,74,621 | |
| Gingelly ... ... ... ... ... ... ,, | 227,238 | 23,750 | 896,978 | 25,38,017 | 4,18,736 | 2,15,89,392 | |
| Poppy ... ... ... ... ... ... ... ,, | 39,737 | 38,268 | 83,898 | 4,15,972 | 5,50,807 | 19,99,194 | |
| Castor ... ... ... ... ... ... ... ,, | 1,617,411 | 1,140,735 | 137,739 | 1,45,28,395 | 1,59,56,828 | 18,15,268 | |
| Groundnuts ... ... ... ... ... ... ,, | 860,148 | 115,419 | 726,661 | 88,54,640 | 20,84,562 | 1,67,31,569 | |
| Cotton ... ... ... ... ... ... ... ,, | 4,039 | 6,354 | 3,084,946 | 24,665 | 44,583 | 2,15,18,762 | |
| Mustard ... ... ... ... ... ... ... ,, | 35,049 | 35,254 | 47,139 | 5,90,925 | 7,01,878 | 13,69,766 | |
| Niger ... ... ... ... ... ... ... ,, | ... | 211 | 8,312 | ..... | 3,941 | 162,787 | |
| Mowra ... ... ... ... ... ... ... ,, | ... .. | ... | 39,094 | ..... | ..... | 4,14,645 | |
| Essential ... ... ... ... ... ... ... ,, | 114,817 | 45,087 | 38,750 | 21,80,842 | 11,06,192 | 1,0,79,213 | |
| Other sorts ... ... ... ... ... ... ... ,, | 2,929 | 3,355 | 10,005 | 33,487 | 38,409 | 1,66,906 | |
| Copra or Cocoanut Kernel .. ... ... ... ... ,, | 8,088 | 6,438 | 64,622 | 1,81,952 | 149,815 | 18,44,828 | |
| Soap ... ... ... ... ... ... ... ... ,, | 4,951 | 7,125 | 3,993 | 1,00,169 | 1,32,536 | 94,477 | |
| Spices— | | | | | | | |
| Betelnuts ... ... ... ... ... ... lbs. | 351,961 | 202,948 | 289,683 | 1,06,661 | 68,170 | 104,194 | |
| Cardamoms ... ... ... ... ... ... ,, | 794,792 | 507,756 | 1,355,232 | 10,88,678 | 6,15,653 | 17,76,223 | |
| Chillies ... ... ... ... ... ... ... ,, | 297,375 | 265,188 | 654,672 | 63,627 | 63,296 | 2,15,401 | |
| Ginger ... ... ... ... ... ... ... ,, | 5,899,344 | 2,817,303 | 6,472,046 | 14,29,901 | 7,12,950 | 18 08,935 | |
| Pepper ... ... ... ... ... ... ... ,, | 5,311,726 | 8,104,841 | 5,628,482 | 26,09,249 | 39,96,845 | 27,46,898 | |
| Other sorts ... ... ... ... ... ... ... ,, | 14,406 | 49,304 | 32,648 | 3,900 | 17,608 | 19,604 | |
| Sugar, 16 Dutch Standard and above ... ... cwts. | 37,000 | 127,052 | 22,569 | 9,26,115 | 34,45,756 | 7,81,473 | |
| Sugar, 15 Dutch Standard and below ... ... ,, | 1,773 | 6,857 | 2,375 | 27,471 | 1,13,490 | 49,666 | |
| Confectionery ... ... ... ... ... ... ,, | 114 | 707 | 1,074 | 17,881 | 33,423 | 62,113 | |
| Tea, Black ... ... ... ... ... ... lbs. | 9,054,340 | 14,296,986 | 7,447,961 | 73,24,540 | 1,33,57,587 | 64,09,533 | |
| Tobacco, unmanufactured ... ... ... ... ... ,, | 5,465,693 | 7,472,332 | 1,261,774 | 12,70,541 | 18,06,665 | 4,41,941 | |
| ,, Manufactured ... ... ... ... ... ... ,, | 300,747 | 193,684 | 483,775 | 4,21,439 | 2,58,746 | 6,18,227 | |
| Tallow and Stearine ... ... ... ... ... cwts. | 4,489 | 3,046 | 3,461 | 1,52,881 | 91,320 | 1,45,169 | |

## FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS—*(continued.)*

| ARTICLES. | | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|---|
| | | 1917-1918. | 1918-1919. | 1919-1920. | 1917-1918. | 1918-1919. | 1919-1920. |
| | | | | | Rs. | Rs. | Rs. |
| Silk—Raw | lbs. | 99,573 | 363,099 | 302,527 | 2,15,886 | 28,73,916 | 6,34,712 |
| „ Piece goods (including Goods mixed with other Materials) | yds. | 73,443 | 686,338 | 236,730 | 1,02,109 | 10,28,332 | 3,39,187 |
| „ Goods, Other Sorts | value | ..... | ..... | ..... | 5,300 | 1,33,127 | 8,485 |
| Umbrellas | No. | 38,676 | 49,277 | 15,234 | 59,838 | 1,20,549 | 42,856 |
| Wax of all kinds | cwts. | 718 | 183 | 1,016 | 76,457 | 13,828 | 91,435 |
| Wool—Raw | lbs. | 27,159,769 | 35,038,804 | 19,825,876 | 3,04,82,457 | 4,20,46,112 | 2,57,34,824 |
| „ Shawls | No. | 13 | 1,566 | 596 | 255 | 30,338 | 8,093 |
| „ Carpets and Rugs | lbs. | 227,403 | 474,822 | 711,114 | 7,90,331 | 2,41,427 | 22,39,784 |
| „ Manufactures, Other Sorts | value. | ..... | ..... | ..... | 17,438 | 98,940 | 223,835 |
| Wood—Timber | c.tons. | 147 | 643 | 2,693 | 27,654 | 1,82,532 | 3,67,369 |
| „ Sandalwood | value. | ..... | ..... | ..... | 1,94,926 | 1,01,747 | 2,13,298 |
| „ Other sorts | „ | ..... | ..... | ..... | 3,225 | 2,190 | 23,956 |
| „ Manufacture of (other than Cabinetware and Furniture) | „ | ..... | ..... | ..... | 27,689 | 33,863 | 99,204 |
| All other Articles | „ | ..... | ..... | ..... | 6,63,047 | 11,20,706 | 24,85,053 |
| Total Value Rs. | | ..... | ..... | ..... | 76,14,36,629 | 66,11,70,351 | 1,01,10,58,168 |
| **FOREIGN MERCHANDISE.** | | | | | | | |
| Animals Living | No. | 32 | 15 | 52 | 2,57,500 | 1,12,500 | 1,64,800 |
| Articles re-exported by Post | value. | ..... | ..... | ..... | 8,94,745 | 19,41,844 | 19,66,383 |
| Apparel | „ | ..... | ..... | ..... | 4,62,239 | 22,04,689 | 31,13,244 |
| Chemicals and Chemical preparations | „ | ..... | ..... | ..... | 3,15,659 | 6,75,180 | 6,31,379 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Cutlery ... ... ... ... ... ... ... | value | ..... | ..... | ..... | 26,251 | 1,78,923 | 4,27,968 |
| Coffee ... ... ... ... ... ... ... | cwts. | 10,572 | 3,793 | 21,513 | 5,25,955 | 2,08,996 | 11,13,504 |
| Cotton—Raw ... ... ... ... ... ... | ,, | 2,265 | 35 | ... | 2,16,680 | 1,050 | 70 |
| ,, Twist and Yarn ... ... ... ... | lbs | 565,375 | 1,664,915 | 2,245,605 | 5,98,105 | 32,07,046 | 27,44,679 |
| ,, Grey Piece-goods ... ... ... ... | yards | 32,519,092 | 39,964,799 | 35,891,781 | 1,10,79,849 | 1,97,29,022 | 1,86,12,428 |
| ,, White Piece-goods ... ... ... ... | ,, | 9,444,211 | 22,309,987 | 16,480,036 | 29,55,366 | 1,07,48,435 | 90,09,219 |
| ,, Coloured Piece-goods ... ... ... ... | ,, | 31,087,240 | 39,176,645 | 23,824,740 | 1,42,29,622 | 2,10,83,525 | 1,44,04,383 |
| ,, Yents of all descriptions ... ... ... | ,, | 15,083 | 27,668 | 56,769 | 6,960 | 8,578 | 41,386 |
| ,, Shawls and Handkerchiefs ... ... ... | No. | 854,058 | 1,150,769 | 672,481 | 4,52,156 | 10,27,907 | 3,89,856 |
| ,, Lace and Patent Net ... ... ... ... | yards | 662 | 181,703 | 247,939 | 825 | 57,705 | 1,40,470 |
| ,, Hosiery ... ... ... ... ... | value. | ..... | ..... | ..... | 7,35,138 | 14,37,370 | 17,13,115 |
| ,, Thread ... ... ... ... ... ... | lbs. | 148,655 | 183,470 | 242,277 | 2,12,152 | 3,82,724 | 5,72,403 |
| ,, Manufactures, Other Sorts ... ... ... | value. | ..... | ..... | ..... | 2,61,491 | 2,77,941 | 2,74,001 |
| Haberdashery and Millinery ... ... ... ... | ,, | ..... | ..... | ..... | 1,87,432 | 4,23,452 | 7,00,702 |
| Drugs and Medicines— | | | | | | | |
| Assafœtida ... ... ... ... ... ... | cwts. | 711 | 1,043 | 871 | 42,037 | 53,560 | 61,088 |
| Camphor ... ... ... ... ... ... | lbs | 36,881 | 428,413 | 225,865 | 68,377 | 12,72,750 | 15,45,352 |
| Cassia Lignia ... ... ... ... ... | cwts. | 6,195 | 6,880 | 9,308 | 1,65,399 | 2,25,564 | 3,69,687 |
| Other Sorts ... ... ... ... ... ... | value. | ..... | ..... | ..... | 2,11,407 | 4,15,467 | 9,80,117 |
| Earthenware and Porcelain ... ... ... ... | ,, | ..... | ..... | ..... | 2,81,678 | 4,55,181 | 8,19,318 |
| Gums and Resins ... ... ... ... ... | cwts. | 35,971 | 52,576 | 39,990 | 11,68,058 | 19,31,787 | 24,89,511 |
| Glass and Glassware ... ... ... ... ... | value. | ..... | ..... | ..... | 5,48,732 | 9,58,824 | 16,52,326 |
| Grain, Pulse and Flour— | | | | | | | |
| Wheat ... ... ... ... ... ... | cwts. | ..... | ..... | 144,129 | ..... | ..... | 14,10,607 |
| Rice not in the husk ... ... ... ... ... | ,, | 48,402 | 9,115 | 588 | 4,32,864 | 1,04,192 | 8,000 |
| Other Sorts ... ... ... ... ... ... | ,, | ..... | 2,056 | 45 | ..... | 32,092 | 808 |
| Hardware ... ... ... ... ... ... ... | value. | ..... | ..... | ..... | 4,01,293 | 11,08,627 | 24,48,810 |
| Ivory, unmanufactured ... ... ... ... | lbs. | 72,226 | 105,143 | 181,638 | 3,52,084 | 6,90,424 | 11,01,974 |
| Horns, Tips and Pieces of Horn ... ... | cwts. | 30 | 96 | 60 | 44,573 | 33,447 | 91,489 |
| Instruments, Apparatus and Appliances and parts thereof | | | | | | | |
| Electrical ... ... ... ... ... ... | value. | ..... | ..... | ..... | 44,083 | 1,11,682 | 1,59,115 |
| Musical ... ... ... ... ... ... ... | ,, | ..... | ..... | ..... | 16,690 | 28,693 | 70,468 |
| Photographic ... ... ... ... ... ... | ,, | ..... | ..... | ..... | 32,107 | 2,54,965 | 1,42,575 |
| Other Sorts ... ... ... ... ... ... | ,, | ..... | ..... | ..... | 30,145 | 1,63,902 | 94,775 |

# FOREIGN TRADE OF THE PORT OF BOMBAY—EXPORTS—(*concluded*).

| ARTICLES. | Quantities. | | | Value. | | |
|---|---|---|---|---|---|---|
| | 1917-1918. | 1918-1919. | 1919-1920. | 1917-1918. | 1918-1919. | 1919-1920. |
| | | | | Rs. | Rs. | Rs. |
| Fish (excluding Canned Fish) ... ... ... ... cwts. | 5,710 | 4,548 | 6,375 | 6,44,586 | 6,21,885 | 11,65 267 |
| Fruits and Vegetables, Fresh ... ... ... ...value. | ... .. | ..... | ..... | 3,818 | ..... | 912 |
| Fruits and Vegetables, Dry— | | | | | | |
| Dates ... ... ... ... ... ... ... cwts. | 35,704 | 27,630 | 35,603 | 3,70,363 | 890,623 | 5,01,912 |
| Other Sorts ... ... ... ... ... ... „ | 76,429 | 67,379 | 61,789 | 37,30,472 | 32,42,232 | 30,59,298 |
| Provisions and Oilmanstores ... ... ... ... „ | 15,318 | 13,282 | 18,163 | 4,99,752 | 8 38.319 | 10,78,742 |
| Liquors :—Ale. Beer and Porter ... ... gallons | 58,796 | 37,883 | 57,123 | 1,58,950 | 1,30,881 | 2,08,869 |
| „ Spirits—Whisky ... ... ... „ | 2,394 | 2,913 | 14,322 | 30,245 | 58 597 | 3,11,816 |
| „ „ —Brandy ... ... ... ... „ | 899 | 863 | 1,449 | 8.081 | 24,612 | 34,2 93 |
| „ „ other sorts ... ... ... ... „ | 2,045 | 3,663 | 3,840 | 13,774 | 27,738 | 71,161 |
| „ Wine all sorts ... ... ... ... „ | 1,260 | 2,481 | 4,778 | 20,310 | 18.193 | 89,085 |
| „ Cider and other fermented Liquors ... „ | 33 | 470 | 72 | 244 | 963 | 340 |
| Metals and Ores ... ... ... ... ... ... tons | 580 | 1,471 | 2,585 | 5.89,062 | 14,45,838 | 41,47,730 |
| Machinery and mill work ... ... ... ...value. | ..... | ..... | ... ... | 1,60,079 | 3,09,517 | 10,50,118 |
| Matches ... ... ... ... ... gross of boxes | 146,411 | 394,356 | 569,292 | 2,32,568 | 7,81,820 | 9,82,135 |
| Papers and Pasteboards ... ... ... ... value | ..... | ..... | ..... | 7,05,064 | 6,09,296 | 6,32,069 |
| Oils ... ... ... ... ... .. gallons. | 24,167 | 606,989 | 933,397 | 36,973 | 4,09,200 | 4,64,100 |
| Shells and Cowries ... ... ... ... ...value. | ..... | ..... | ..... | 31,175 | 96,010 | 2,97,856 |
| Silk—Raw... ... ... ... ... ... ... lbs. | 16,384 | 29,883 | 157,075 | 1,08,394 | 2,10,921 | 11,75,325 |
| „ Yarn, Noils and Warps ... ... ... ... „ | 28,388 | 18,815 | 18,457 | 43,020 | 32,610 | 40,620 |
| „ Piece-goods (including silk mixed with other materials) ... ... ... yards. | 660,823 | 2,131,708 | 2,382,048 | 9,21,229 | 35.30,153 | 41,97,399 |
| „ Manufactures, other sorts ... ... ... lbs. | 1,081 | 13,388 | 9,658 | 7,703 | 1,00,265 | 56,207 |
| Soap ... ... ... ... ... ... ... cwts. | 10,921 | 9,269 | 20,882 | 2,82,949 | 3,70 620 | 8,34,980 |
| Sugar, 16 Dutch Standard and above ... ... „ | 674,483 | 535,162 | 576,896 | 1,38,06,007 | 1,13,48,413 | 1,66,82,744 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Sugar, 15 Dutch Standard and below ... ... cwts. | ..... | 1 | ..... | ..... | 15 | ..... |
| Confectionery ... ... ... ... ... ... „ | 147 | 112 | 854 | 13,924 | 5,989 | 65,545 |
| Spices— | | | | | | |
| Cloves ... ... ... ... ... ... ... lbs. | 4,004,917 | 2,964,283 | 3,038,860 | 17,89,994 | 14,90,047 | 21,61,457 |
| Nutmegs .. .. ... ... ... ... „ | 193,620 | 71,713 | 142,767 | 73,493 | 47.521 | 96,077 |
| Pepper ... ... ... ... ... ... ... „ | 154,315 | 92,351 | 154,857 | 67,854 | 40,972 | 79,507 |
| Other Sorts ... ... ... ... ... ... „ | 24,438 | 54,163 | 88,048 | 21,304 | 54,543 | 55,521 |
| Stationery ... ... ... ... ... ... value | ..... | ... .. | ..... | 2,39,757 | 4,52,727 | 5,22,120 |
| Tea, Black and Green ... ... ... ... lbs. | 423,239 | 1,625,972 | 949,614 | 3,60,949 | 14,44,181 | 8,29,010 |
| Tobacco, Unmanufactured ... ... ... ... „ | 46,224 | 233,345 | 313,455 | 12,707 | 2,15,768 | 3,60,269 |
| „ Manufactured ... ... ... ... „ | 115,719 | 138,017 | 222,582 | 3,94,997 | 5,65,509 | 8.91,102 |
| Umbrellas including parasols and sunshades ... No. | 38,820 | 24,308 | 49,702 | 72,298 | 53,546 | 1,24,752 |
| Wood and Timber— | | | | | | |
| Timber—Teak... ... ... ... ... cubic tons. | 117 | 265 | 169 | 31.392 | 78,978 | 48,032 |
| „ other ... ... ... ... ... „ | 215 | 555 | 392 | 28,605 | 1,30,861 | 88,797 |
| Wood—Ornamental ... ... ... ... ... value. | ..... | ..... | ..... | 3,595 | 4,179 | 5,265 |
| „ Manufactures of (other than cabinetware and furniture) ... ... ... ... ... „ | ..... | ..... | ..... | 3,854 | 13,855 | 1,63,131 |
| Wool—Raw ... ... .. .. ... ... lbs. | 266,650 | 302,448 | 150,528 | 2,81,030 | 3,68,430 | 1,28,254 |
| „ Piece-goods ... ... ... ... ... yards | 233,781 | 325,721 | 395,803 | 9,74,928 | 12,67,627 | 20,52,715 |
| „ Manufactures, Other Sorts ... ... ... value. | ..... | ..... | ..... | 3,11,576 | 1,19,592 | 9,40,934 |
| All Other Articles ... ... ... ... ... „ | ..... | ..... | ..... | 14,36,492 | 56,29,771 | 57,40,748 |
| Total Value .. Rs. | ..... | ..... | ..... | 6,58,75,719 | 10,50,35,801 | 12,09,02,024 |
| Total Indian and Foreign Merchandise, .. Rs. | ..... | ..... | ..... | 82,73,12,348 | 76,62,06,152 | 1,13,19,60,192 |
| Treasure—Gold (Private) ... ... ... ... ozs. | 665,063 | 443,373 | 1,220,395 | 3,73,41,987 | 2,50,93,720 | 6,93,10,881 |
| „ Silver( do. ) ... ... ... ... ... „ | 5,161,704 | 1,232,015 | 2,356,656 | 1,24,76,365 | 17,74,483 | 28,81,848 |
| Total Treasure ...ozs. | 5,826,767 | 1,675,388 | 3,577,051 | 4,98,18,302 | 2,68,68,203 | 7,21,92,729 |
| Grand Total ... Rs. | ..... | ..... | ..... | 87,71,30,650 | 79,30,74,355 | 1,20,41,52,921 |

*Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) during the years* 1892 *to* 1920.

| Year. | Cotton. | Wool and Goat Hair. | Linseed. | Rape Seed. | Gingelly Seed. | Wheat. | Myrabollams. |
|---|---|---|---|---|---|---|---|
| | F. P. Bales. | F. P. Bales. | Cwts. | Cwts. | Cwts. | Cwts. | Cwts. |
| 1892 | 954,243 | 53,275 | 3,805,823 | 1,758,459 | 1,227,560 | 9,374,762 | 620,133 |
| 1893 | 857,771 | 49,538 | 4,319,264 | 4,275,862 | 1,510,317 | 5,048,690 | 563,053 |
| 1894 | 797,070 | 54,678 | 5,389,941 | 3,306,108 | 1,126,418 | 1,561,048 | 1,076,482 |
| 1895 | 624,465 | 61,586 | 2,639,749 | 1,829,827 | 1,379,335 | 2,522,933 | 775,582 |
| 1896 | 772,258 | 58,520 | 3,214,613 | 1,495,463 | 1,186,842 | 1,429,572 | 839,314 |
| 1897 | 511,899 | 51,710 | 775,838 | 1,874,663 | 831,398 | 5,343 | 555,081 |
| 1898 | 490,544 | 51,653 | 2,729,122 | 2,287,393 | 1,847,419 | 5,781,881 | 635,732 |
| 1899 | 500,232 | 53,272 | 2,136,142 | 1,967,680 | 1,613,679 | 2,852,863 | 752,343 |
| 1900 | 232,425 | 40,611 | 811,128 | 1,050,052 | 1,613,135 | 608 | 878,740 |
| 1901 | 560,434 | 33,091 | 1,754,701 | 2,586,544 | 1,704,817 | 38,619 | 728,055 |
| 1902 | 577,929 | 39,793 | 2,017,704 | 2,742,283 | 1,881,426 | 211,397 | 1,079,241 |
| 1903 | 958,199 | 49,332 | 2,957,685 | 2,614,181 | 3,063,821 | 2,783,625 | 748,137 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1904 | ... | ... | ... | 926,295 | 58,319 | 3,808,798 | 2,182,881 | 2,266,118 | 5,302,804 | 958,886 |
| 1905 | ... | ... | ... | 667,823 | 63,666 | 3,485,966 | 728,011 | 1,420,503 | 4,205,315 | 621,298 |
| 1906 | ... | ... | ... | 989,698 | 59,101 | 1,889,089 | 829,438 | 1,578,981 | 485,747 | 779,584 |
| 1907 | ... | .. | ... | 1,126,876 | 54,390 | 2,338,472 | 2,026,544 | 2,235,206 | 552,660 | 848,293 |
| 1908 | ... | ... | ... | 659,822 | 47,344 | 1,046,806 | 802,923 | 1,018,619 | 12,746 | 1,304,388 |
| 1909 | ... | ... | ... | 672,247 | 69,121 | 1,848,403 | 1,278,005 | 1,620,631 | 2,177,644 | 828,110 |
| 1910 | ... | .. | ... | 1,153,283 | 68,059 | 2,546,288 | 2,137,828 | 2,864,165 | 1,673,016 | 1,158,887 |
| 1911 | ... | ... | ... | 776,417 | 62,721 | 4,905,089 | 1,384,053 | 2,016,231 | 3,826,327 | 835,285 |
| 1912 | ... | ... | ... | 436,208 | 64,672 | 3,579,356 | 1,069,916 | 1,012,554 | 3,805,256 | 758,273 |
| 1913 | ... | ... | ... | 736,262 | 63,244 | 3,713,812 | 1,042,510 | 1,695,999 | 4,997,989 | 618,687 |
| 1914 | ... | ... | .. | 1,113,016 | 54,555 | 2,622,097 | 678,060 | 1,280,056 | 109,323 | 327,219 |
| 1915 | ... | ... | ... | 403,822 | 82,456 | 1,603,837 | 548,494 | 150,068 | 1,593,092 | 644,948 |
| 1916 | ... | ... | ... | 293,876 | 77,109 | 5,410,560 | 451,732 | 1,130,405 | 545,656 | 422,965 |
| 1917 | ... | ... | ... | 358,378 | 84,151 | 2,630,619 | 821,811 | 639,091 | 4,636,634 | 408,692 |
| 1918 | ... | ... | ... | 190,529 | 109,850 | 2,474,109 | 73,181 | 3,552 | 1,487,714 | 300,061 |
| 1919 | ... | ... | ... | 887,043 | 68,988 | 26,89,540 | 896,514 | 831,022 | 126,416 | 569,816 |
| 1920 | ... | ... | ... | 649,736 | 42,920 | 1,511,233 | 729,716 | 678,069 | ..... | 481,873 |

SHIPPING—FOR

*Number and Tonnage of Vessels, distinguishing Sailing and Steam, which tries at Ports in British India in each*

EN

| YEAR. | With Cargoes. | | | | | | In | |
|---|---|---|---|---|---|---|---|---|
| | Sailing. | | Steam. | | Total. | | Sailing. | |
| | Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. |
| 1910-1911 ... | 764 | 72,713 | 2,186 | 5,608,924 | 2,950 | 5,681,637 | 605 | 44,458 |
| 1911-1912 ... | 792 | 74,163 | 2,321 | 5,944,606 | 3,113 | 6,018,769 | 447 | 34,336 |
| 1912-1913 ... | 753 | 74,624 | 2,335 | 6,206,570 | 3,083 | 6,281,194 | 374 | 30,497 |
| 1913-1914 ... | 707 | 59,280 | 2,461 | 6,725,603 | 3,168 | 6,784,883 | 393 | 32,420 |
| 1914-1915 ... | 735 | 64,034 | 2,155 | 4,996,121 | 2,890 | 5,060,155 | 435 | 29,780 |
| 1915-1916 ... | 841 | 76,169 | 2,018 | 4,276,172 | 2,859 | 4,352,341 | 502 | 39,515 |
| 1916-1917 ... | 1,305 | 111,490 | 1,944 | 3,938,226 | 3,249 | 4,049,716 | 797 | 66,085 |
| 1917-1918 ... | 1,440 | 131,528 | 1,905 | 3,278,911 | 3,345 | 3,410,439 | 1,334 | 116,262 |
| 1918-1919 ... | 1,154 | 114,591 | 1,975 | 3,642,070 | 3,129 | 3,756,661 | * | * |
| 1919-1920 ... | 1,050 | 106,104 | 2,085 | 5,060,216 | 3,135 | 5,166,320 | * | * |
| | | | | | | | | CLEAR |
| 1910-1911 ... | 1,145 | 104,520 | 2,726 | 6,968,757 | 3,871 | 7,073,277 | 228 | 7,477 |
| 1911-1912 ... | 1,129 | 98,315 | 2,986 | 7,730,295 | 4,115 | 7,828,610 | 76 | 4,804 |
| 1912-1913 ... | 992 | 92,811 | 3,113 | 8,289,177 | 4,105 | 8,381,988 | 74 | 6,804 |
| 1913-1914 ... | 1,033 | 88,211 | 2,979 | 8,163,976 | 4,012 | 8,252,187 | 74 | 5,650 |
| 1914-1915 ... | 1,128 | 93,243 | 2,578 | 5,890,335 | 3,706 | 5,983,578 | 51 | 3,136 |
| 1915-1916 ... | 1,493 | 133,089 | 2,776 | 5,689,745 | 4,269 | 5,822,834 | 51 | 3,737 |
| 1916-1917 ... | 2,349 | 201,676 | 2,836 | 5,688,762 | 5,185 | 5,890,438 | 89 | 6,027 |
| 1917-1918 ... | 3,085 | 272,748 | 2,774 | 5,224,733 | 5,859 | 5,497,481 | 62 | 3,791 |
| 1918-1919 ... | 2,219 | 243,281 | 2,510 | 4,898,810 | 4,729 | 5,142,091 | * | * |
| 1919-1920 ... | 1,447 | 160,891 | 2,491 | 6,002,962 | 3,938 | 6,163,853 | * | * |

* Detailed Figures not received up to the time of the

## EIGN TRADE.

*Entered and Cleared with cargoes and in Ballast, from and to Foreign Coun-*

*Official Year from* 1910-1911 *to* 1919-20.

### TERED.

| Ballast. | | | | Total. | | | | Grand Total. | |
|---|---|---|---|---|---|---|---|---|---|
| Steam. | | Total. | | Sailing. | | Steam. | | | |
| Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. | Sailing & Steam Vessels. | Tons. |
| 765 | 1,869,630 | 1,370 | 1,914,088 | 1,869 | 117,171 | 2,951 | 7,478,554 | 4,820 | 7,595,725 |
| 921 | 2,301,772 | 1,368 | 2,336,108 | 1,239 | 108,499 | 3,242 | 8,246,378 | 4,481 | 8,354,877 |
| 946 | 2,415,936 | 1,320 | 2,446,438 | 1,127 | 105,121 | 3,281 | 8,622,506 | 4,408 | 8,727,627 |
| 733 | 1,806,776 | 1,126 | 1,839,196 | 1,100 | 91,700 | 3,194 | 8,532,379 | 4,294 | 8,624,079 |
| 612 | 1,222,610 | 1,047 | 1,252,890 | 1,170 | 93,814 | 2,767 | 6,218,731 | 3,937 | 6,312,545 |
| 851 | 1,646,508 | 1,353 | 1,686,018 | 1,343 | 115,684 | 2,869 | 5,922,675 | 4,212 | 6,038,359 |
| 962 | 1,776,029 | 1,759 | 1,842,114 | 2,102 | 177,575 | 2,906 | 5,714,255 | 5,008 | 5,891,830 |
| 820 | 1,722,967 | 2,154 | 1,839,229 | 2,774 | 247,790 | 2,725 | 5,001,878 | 5,499 | 5,249,668 |
| * | * | 1,518 | 1,500,387 | * | * | * | * | 4,647 | 5,257,048 |
| * | * | 937 | 1,241,976 | * | * | * | * | 4,072 | 6,408,296 |

### ED.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 142 | 317,222 | 370 | 324,699 | 1,376 | 111,997 | 2,868 | 7,285,979 | 4,241 | 7,397,976 |
| 196 | 428,144 | 272 | 432,948 | 1,205 | 103,119 | 5,182 | 8,158,439 | 4,387 | 8,261,558 |
| 162 | 367,972 | 236 | 374,776 | 1,066 | 99,615 | 3,275 | 8,657,149 | 4,341 | 8,756,764 |
| 237 | 504,492 | 311 | 510,142 | 1,107 | 93,861 | 3,216 | 8,668,468 | 4,323 | 8,762,329 |
| 266 | 558,626 | 317 | 561,762 | 1,179 | 96,379 | 2,844 | 6,448,961 | 4,023 | 6,545,342 |
| 102 | 287,372 | 153 | 291,109 | 1,544 | 156,826 | 2,878 | 5,977,117 | 4,422 | 6,113,943 |
| 104 | 166,668 | 193 | 172,695 | 2,438 | 207,703 | 2,940 | 5,855,430 | 5,378 | 6,063,133 |
| 39 | 116,923 | 101 | 120,714 | 3,147 | 276,539 | 2,813 | 5,341,656 | 5,960 | 5,618,195 |
| * | * | 131 | 142,639 | * | * | * | * | 4,860 | 5,284,930 |
| * | * | 219 | 337,877 | * | * | * | * | 4,157 | 6,501,730 |

publication of this report.

## SHIPPING—FOR

*Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries at the Chief Port of the Bombay Presidency*

### EN

| YEAR | WITH CARGOES | | | | | | IN | |
|---|---|---|---|---|---|---|---|---|
| | Sailing. | | Steam. | | Total. | | Sailing. | |
| | Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. |
| 1910-1911 ... | 137 | 19,982 | 668 | 1,662,384 | 705 | 1,622,266 | 2 | 268 |
| 1911-1912 ... | 146 | 19,383 | 648 | 1,810,318 | 794 | 1,829,701 | 1 | 160 |
| 1912-1913 ... | 163 | 20,464 | 650 | 1,893,534 | 813 | 1,913,998 | 1 | |
| 1913-1914 ... | 142 | 14,882 | 662 | 1,992,169 | 804 | 2,007,051 | ... | ..... |
| 1914-1915 ... | 159 | 15,723 | 557 | 1,656,794 | 716 | 1,672,517 | ... | ..... |
| 1915-1916 ... | 223 | 20,307 | 453 | 1,362,636 | 676 | 1,382,943 | ... | ..... |
| 1916-1917 ... | 281 | 26,382 | 437 | 1,299,299 | 718 | 1,325,681 | ... | ..... |
| 1917-1918 .. | 331 | 39,183 | 374 | 1,051,127 | 705 | 1,090,310 | 14 | 1,719 |
| 1918-1919 ... | 300 | 40,834 | 401 | 1,119,059 | 701 | 1,159,893 | 20 | 3,715 |
| 1919-1920 ... | 263 | 34,095 | 619 | 1,934,787 | 882 | 1,968,882 | 1 | 441 |

### CLEAR

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1910-1911 ... | 130 | 16,167 | 557 | 1,542,485 | 687 | 1,558,652 | ... | ..... |
| 1911-1912 ... | 121 | 13,522 | 541 | 1,520,104 | 662 | 1,533,626 | ... | ..... |
| 1912-1913 ... | 118 | 16,023 | 571 | 1,610,650 | 689 | 1,626,673 | ... | ..... |
| 1913-1914 ... | 113 | 12,055 | 619 | 1,818,005 | 732 | 1,880,060 | ... | ..... |
| 1914-1915 ... | 117 | 12,503 | 463 | 1,359,300 | 580 | 1,371,803 | ... | ..... |
| 1915-1916 ... | 211 | 21,466 | 459 | 1,297,096 | 670 | 1,318,492 | 2 | 282 |
| 1916-1917 ... | 252 | 24,999 | 493 | 1,380,485 | 745 | 1,405,484 | 1 | 615 |
| 1917-1918 ... | 466 | 54,362 | 430 | 1,203,348 | 896 | 1,257,710 | 1 | 26 |
| 1918-1919 ... | 364 | 51,630 | 358 | 963,374 | 722 | 1,014,994 | 3 | 490 |
| 1919-1920 ... | 233 | 31,061 | 638 | 1,937,833 | 871 | 1,968,894 | 7 | 838 |

## EIGN TRADE.

*Entered and Cleared with Cargoes and in Ballast, from and to Foreign in each Official Year from* 1910-1911 *to* 1919-1920.

### TERED.

| Ballast. | | | | Total. | | | | Grand Total. | |
|---|---|---|---|---|---|---|---|---|---|
| Steam. | | Total. | | Sailing. | | Steam. | | | |
| Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. | Sailing & Steam Vessels. | Tons. |
| 86 | 224,064 | 88 | 224,322 | 139 | 20,200 | 654 | 1,826,588 | 793 | 1,846,588 |
| 109 | 269,291 | 110 | 269,451 | 147 | 19,543 | 757 | 2,079,609 | 904 | 2,099,152 |
| 104 | 276,013 | 105 | 276,190 | 164 | 20,641 | 754 | 2,169,547 | 918 | 2,190,188 |
| 101 | 271,281 | 101 | 271,281 | 142 | 14,882 | 763 | 2,263,450 | 905 | 2,278,332 |
| 56 | 145,705 | 56 | 145,705 | 159 | 15,723 | 613 | 1,802,499 | 772 | 1,818,222 |
| 158 | 389,689 | 158 | 389,689 | 223 | 20,307 | 611 | 1,752,325 | 834 | 1,772,632 |
| 200 | 372,751 | 200 | 372,751 | 281 | 26,382 | 637 | 1,672,050 | 918 | 1,698,432 |
| 60 | 141,810 | 74 | 148,529 | 345 | 40,902 | 434 | 1,192,937 | 779 | 1,233,839 |
| 33 | 85,388 | 53 | 88,103 | 320 | 41,549 | 434 | 1,204,447 | 754 | 1,248,996 |
| 113 | 271,652 | 114 | 272,093 | 261 | 34,536 | 732 | 2,206,439 | 993 | 2,240,975 |

### ED.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 36 | 108,541 | 36 | 108,541 | 139 | 16,167 | 593 | 1,651,026 | 728 | 1,667,193 |
| 47 | 136,076 | 47 | 136,076 | 121 | 13,522 | 588 | 1,656,180 | 709 | 1,669,702 |
| 26 | 80,335 | 26 | 80,335 | 118 | 16,023 | 597 | 1,690,985 | 715 | 1,707,008 |
| 38 | 121,231 | 38 | 121,231 | 118 | 12,055 | 657 | 1,939,236 | 770 | 1,951,297 |
| 67 | 188,055 | 67 | 188,055 | 117 | 12,503 | 530 | 1,547,355 | 647 | 1,559,858 |
| 27 | 71,633 | 29 | 71,915 | 213 | 21,748 | 486 | 1,368,659 | 699 | 1,390,407 |
| 63 | 44,422 | 64 | 45,037 | 253 | 25,614 | 556 | 1,424,907 | 809 | 1,450,521 |
| 12 | 28,872 | 13 | 28,898 | 467 | 54,388 | 442 | 1,232,220 | 909 | 1,286,608 |
| 31 | 66,351 | 34 | 66,841 | 367 | 52,110 | 389 | 1,029,725 | 756 | 1,081,835 |
| 61 | 177,780 | 68 | 178,618 | 240 | 31,899 | 699 | 2,115,613 | 939 | 2,147,512 |

## SHIPPING FOR

*Number and Tonnage of Vessels, distinguishing Sailing and Steam to Foreign Countries, at Ports in the*

EN

| Months. | With Cargoes. | | | | | | In | |
|---|---|---|---|---|---|---|---|---|
| | Steamers. | | Sailing Vessels. | | Country Craft. | | Steamers. | |
| | Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. |
| January ... | 46 | 141,858 | ... | ... | 33 | 3,582 | 24 | 47,865 |
| February ... | 54 | 157,344 | ... | ... | 31 | 3,029 | 8 | 16,004 |
| March ... | 56 | 180,614 | ... | ... | 66 | 7,545 | 16 | 40,854 |
| April ... | 45 | 140,987 | 1 | 215 | 18 | 1,974 | 13 | 26,695 |
| May ... | 51 | 162,936 | ... | ... | 12 | 1,440 | 9 | 22,693 |
| June ... | 44 | 145,638 | ... | ... | 1 | 32 | 7 | 17,763 |
| July ... | 46 | 146,402 | ... | ... | ... | ... | 4 | 6,775 |
| August ... | 62 | 194,283 | ... | ... | 1 | 84 | 10 | 23,308 |
| September ... | 46 | 153,997 | ... | ... | 8 | 1,113 | 6 | 13,001 |
| October ... | 41 | 108,462 | ... | ... | 33 | 3,671 | 4 | 7,251 |
| November ... | 66 | 203,467 | ... | ... | 44 | 6,579 | 6 | 13,233 |
| December ... | 53 | 170,429 | ... | ... | 23 | 2,972 | 8 | 14,913 |
| Total ... | 610 | 1,906,362 | 1 | 215 | 270 | 32,021 | 115 | 250,355 |

CLEA

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| January ... | 63 | 183,461 | 1 | 215 | 32 | 4,167 | 4 | 14,393 |
| February ... | 52 | 141,642 | ... | ... | 37 | 4,720 | 5 | 19,050 |
| March ... | 58 | 170,651 | ... | ... | 39 | 4,715 | 4 | 11,639 |
| April ... | 60 | 195,621 | ... | ... | 41 | 5,399 | 5 | 11,993 |
| May ... | 50 | 171,554 | ... | ... | 2 | 276 | 1 | 2,878 |
| June ... | 48 | 152,506 | ... | ... | ... | ... | 4 | 13,308 |
| July ... | 44 | 137,128 | ... | ... | ... | ... | ... | ... |
| August ... | 49 | 141,811 | ... | ... | ... | ... | 3 | 6,168 |
| September ... | 40 | 147,535 | ... | ... | 1 | 84 | 5 | 20,380 |
| October ... | 50 | 150,763 | ... | ... | 11 | 1,135 | 1 | 1,049 |
| November ... | 36 | 105,184 | ... | ... | 10 | 999 | 4 | 12,355 |
| December ... | 59 | 192,072 | ... | ... | 33 | 3,901 | 4 | 9,617 |
| Total ... | 609 | 1,889,928 | 1 | 215 | 206 | 25,396 | 40 | 122,830 |

## EIGN TRADE.

*which Entered and Cleared with Cargoes and in Ballast, from and Bombay Presidency during the year 1920.*

**TERED,**

| Ballast. | | | | Total. | | | |
|---|---|---|---|---|---|---|---|
| Sailing Vessels. | | Country Craft. | | With Cargoes. | | In Ballast. | |
| Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. | Vessels. | Tons. |
| ... | ... | ... | ... | 79 | 145,440 | 24 | 47,865 |
| ... | ... | 1 | 441 | 85 | 160,373 | 9 | 16,445 |
| ... | ... | ... | .. | 122 | 188,159 | 16 | 40,854 |
| ... | ... | 1 | 125 | 64 | 143,176 | 14 | 26,820 |
| ... | .. | ... | ... | 63 | 164,376 | 9 | 22,693 |
| ... | ... | ... | ... | 45 | 145,665 | 7 | 17,763 |
| ... | ... | ... | ... | 46 | 146,402 | 4 | 6,775 |
| ... | ... | ... | ... | 63 | 194,317 | 10 | 23,308 |
| ... | ... | ... | ... | 54 | 155,110 | 6 | 13,091 |
| ... | ... | ... | ... | 74 | 112,133 | 4 | 7,251 |
| ... | ... | ... | ... | 110 | 210,046 | 6 | 13,233 |
| ... | ... | ... | ... | 76 | 173,401 | 8 | 14,913 |
| ... | ... | 2 | 566 | 881 | 1,938,598 | 117 | 250,921 |
| **RED.** | | | | | | | |
| ... | ... | ... | ... | 96 | 187,843 | 4 | 14,393 |
| ... | ... | ... | ... | 89 | 146,362 | 5 | 19,050 |
| ... | ... | ... | ... | 97 | 175,366 | 4 | 11,639 |
| ... | ... | ... | ... | 101 | 201,020 | 5 | 11 993 |
| ... | ... | .. | ... | 52 | 171,830 | 1 | 2,878 |
| ... | ... | ... | ... | 48 | 152,506 | 4 | 13,808 |
| ... | ... | ... | ... | 44 | 137,128 | ... | ... |
| ... | ... | ... | ... | 49 | 141,811 | 3 | 6,168 |
| ... | ... | ... | ... | 41 | 147,619 | 5 | 20,380 |
| ... | ... | 4 | 480 | 61 | 151,898 | 5 | 1,479 |
| ... | ... | 2 | 147 | 46 | 100,183 | 6 | 12,502 |
| ... | ... | 1 | 195 | 92 | 195,973 | 5 | 9,812 |
| ... | ... | 7 | 772 | 816 | 1,915,539 | 47 | 123,602 |

## *Exports of Indian Manufactured Piece-Goods and Yarns from Bombay Port only.*

## 1919-1920.

*From Official Returns.*] [*Year ending 31st March* 1920.

| EXPORTED TO | LENGTH AND WEIGHT. | | | | | | | VALUE. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piece-Goods. Millions of [0000's omitted.] | | Yarns. | Percentage of | | Total Weight. | | Lakhs of Rupees. [000's omitted.] | | Percentage of | | Total Value in Lakhs of Rupees. [000's omitted.] | Per-centage. |
| | | | | Goods. | Yarns. | Millions of lbs. [0000's omitted.] | Per-centage. | | | Goods. | Yarns. | | |
| | Yards. | lbs. | lbs. | % | % | | % | Goods. | Yarns. | % | % | | % |
| Foreign Ports ... ... ... | 161·24 | *40·31 | 136·77 | 20·23 | 72·74 | 177·08 | 45·72 | †656·42 | 16,19·47 | 18·51 | 71·55 | ‡22,75·89 | 39·18 |
| Indian Ports ... ... ... | 247·32 | *61·83 | 17·77 | 31·02 | 9·45 | 79·60 | 20·55 | (a) 11,60·29 | 2,25·26 | 32·73 | 9·95 | (b) 13,85·55 | 23·85 |
| Interior by Rail ... ... ... | *388·68 | 97·17 | 33·48 | 48·75 | 17·81 | 130·65 | 33·73 | §17,28·80 | §4,18·84 | 48·76 | 18·50 | §21,47·64 | 36·97 |
| Total Indian ... | 636·00 | 159·00 | 51·25 | 79·77 | 27·26 | 210·25 | 54·28 | 28,89·09 | 6,44·10 | 81·49 | 28·45 | 35,33·19 | 60·82 |
| Grand Total ... | 797·24 | 199·31 | 188·02 | 100·00 | 100·00 | 387·33 | 100·00 | 35,45·51 | 22,63·57 | 100·00 | 100·00 | 58,09·08 | 100·00 |

* Assuming 4 yards to be the equivalent of 1 lb. and *vice versa*.
† Piece-goods only; value including all other sorts (Handkerchiefs, Hosiery, etc.), Rs. 679·39 lakhs; or,
‡ Inclusive of Yarns, Rs. 2,298·35 lakhs.
§ Estimated, Government having discontinued the publication of the value of Indian Manufactured Goods despatched to "other provinces" from Bombay Port.
(a) Piece-goods only; value including all other sorts (Handkerchiefs, Hosiery, etc.), Rs. 12,05·89 lakhs; or,
(b) Inclusive of Yarns, Rs. 1,431·15 lakhs.

*Exports of Indian Manufactured Piece-Goods and Yarns from Bombay Port only.*

## 1918-1919.

*From Official Returns.*] [*Year ending 31st March* 1919.

| EXPORTED TO | LENGTH AND WEIGHT. | | | | | | | VALUE. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Piece-Goods. | | Yarns. | Percentage of | | Total Weight. | | Lakhs of Rupees. | | Percentage of | | Total Value in Lakhs of Rupees (000's omitted). | Percentage. |
| | Millions of (0,000's omitted.) | | | Goods. | Yarns. | Millions of lbs. (0000's omitted.) | Percentage. | (000's omitted.) | | Goods. | Yarns. | | |
| | Yards. | lbs. | lbs. | % | % | | % | Goods. | Yarns. | % | % | | % |
| Foreign Ports ... ... ... | 117·86 | * 29·46 | 62·55 | 24·60 | 51·00 | 92·01 | 37·95 | †470·67 | 707·66 | 23·50 | 49·74 | ‡1,178·33 | 34·40 |
| Indian Ports ... ... ... | 136·17 | †34·04 | 15·34 | 28·42 | 12·50 | 49·38 | 20·37 | (a) 528·66 | 175·78 | 26·41 | 12·36 | (b) 704·44 | 20·56 |
| Interior by Rail ... ... ... | *225·13 | 56·28 | 44·78 | 46·98 | 36·50 | 101·06 | 42·08 | § 1,003·15 | § 539·44 | 50·09 | 37·90 | §1,542·59 | 45·04 |
| Total Indian ... | 361·30 | 90·32 | 60·12 | 75·40 | 49·00 | 150·44 | 62·05 | 1,531·81 | 715·22 | 76·50 | 50·26 | 2,247·03 | 65·60 |
| Grand Total ... | 479·16 | 119·78 | 122·67 | 100·00 | 100·00 | 242·45 | 100·00 | 2,002·48 | 1,422·88 | 100·00 | 100·00 | 5,425·36 | 100·00 |

* Assuming 4 yards to be the equivalent of 1 lb., and *vice versa*.
† Piece-goods only; value including all other sorts (Handkerchiefs, Hosiery, &c.), Rs. 499·62 lakhs; or,
‡ Inclusive of Yarns, Rs. 1,207·28 lakhs.
§ Estimated, Government having discontinued the publication of the value of Indian Manufactured Goods despatched to "other provinces" from Bombay Port.
(*a*) Piece-goods only; value including all other sorts (Handkerchiefs, Hosiery, &c.), Rs. 539·88 lakhs; or,
(*b*) Inclusive of Yarns, Rs. 715·66 lakhs.

*Foreign Countries to which Cotton Grey Piece-Goods of Indian manufacture have been exported from Bombay since* 1914-1915.

*From Government Returns.*] [*Years ending 31st March.*

| To | In lakhs of yards (000's omitted). | | | | | |
|---|---|---|---|---|---|---|
| | 1914-15. | 1915-16. | 1916-17. | 1917-18. | 1918-19. | 1919-20 |
| Turkey in Europe ... ... | ... | ... | ... | ... | ... | 3·00 |
| Aden and Dependencies ... ... | 86·20 | 168·99 | 580·83 | 111·38 | 114·02 | 106·28 |
| Turkey-Asiatic ... ... ... | 36·72 | 62·49 | 142·60 | 104·13 | 107·64 | 189·02 |
| Arabia-Bahrein, Muscat, etc. ... | 13·61 | 22·23 | 74·71 | 30·53 | 16·12 | 20·81 |
| Persia ... ... ... ... | 27·76 | 51·62 | 179·27 | 147·17 | 64·75 | 54·24 |
| Egypt ... ... ... ... | 8·66 | 38·22 | 77·94 | 91·77 | 13·25 | 108·26 |
| Zanzibar and Pemba ... ... | 3·36 | 8·75 | 50·52 | 21·93 | 11·29 | 27·31 |
| East African Protectorate ... | 26·12 | 36·24 | 206·76 | 45·89 | 35·48 | 78·14 |
| Portuguese East Africa ... ... | 42·67 | 56·07 | 79·76 | 33·94 | 49·50 | 38·86 |
| German „ „ ... ... | 24·58 | ... | ·98 | 1·85 | 6·00 | 12·18 |
| Italian „ „ ... ... | 2 92 | 62·40 | 44·80 | 13·44 | 2·59 | 6·45 |
| Natal ... ... ... ... | ·06 | ·26 | 5·14 | 7·29 | 8·44 | 2·32 |
| French Somaliland ... ... | 7·43 | 3·43 | ... | 7·49 | 21·76 | 4·56 |
| Madagascar ... ... ... | ... | ·76 | 8·15 | 3·75 | 1·68 | ·31 |
| Seychelles ... ... ... | ·18 | ·69 | 1·73 | ·52 | ·07 | 1·31 |
| Mauritius and Dependencies ... | 17·49 | 25·47 | 19·11 | 24·58 | 21·37 | 6·90 |
| Reunion ... ... ... ... | ... | ... | 2·33 | ... | 2·29 | ·91 |
| Siam ... ... ... ... | 15·62 | 21·87 | 37·13 | 53·19 | 8·42 | 44·37 |
| Straits Settlements including Labuan. | 2·46 | 1·08 | 15 53 | 24·65 | 15·21 | 13·55 |
| China-Hongkong .. .. | ·92 | ·40 | ·30 | ... | ·21 | ·19 |
| China, Shanghai, etc. ... ... | ·86 | 2·66 | 2·30 | ... | ... | 2·81 |
| Japan ... ... ... ... | ... | ... | ... | ... | ·47 | ·10 |
| Ceylon ... ... ... ... | ·40 | 1·02 | ·91 | 3·29 | 8·55 | 2·79 |
| Other Countries ... ... ... | ·01 | ·07 | ·18 | 5;96 | 1·03 | ·07 |
| Total Grey Piece-Goods ... | 317·53 | 524·72 | 1,550·7[illegible] | 742·75 | 512·54 | 724·74 |
| Value in Lakhs of Rupees ... | 49·14 | 72·91 | 250·65 | 167·58 | 178.61 | 284·24 |

## *Foreign Countries to which Indian Cotton Yarns have been exported from Bombay since 1914-15.*

*From Government Returns.*] [*Year ending 31st March.*

| To | In Lakhs of lbs. (000's omitted). | | | | | |
|---|---|---|---|---|---|---|
| | 1914-15. | 1915-16. | 1916-17. | 1917-18. | 1918-19. | 1919-20 |
| United Kingdom ... ... ... | 4·55 | 22·78 | 23·22 | 6·92 | 5·06 | 6·55 |
| Malta and Gozo ... ... ... | 1·30 | ·32 | ·56 | ... | ·06 | ... |
| Germany ... ... ... ... | ... | ... | ... | ... | ... | ·22 |
| Holland ... ... ... ... | ... | ... | ... | ... | ... | ... |
| Belgium ... ... ... ... | ... | ... | ... | ... | ... | ... |
| France ... ... ... ... | ... | ... | ... | ... | ... | ·12 |
| Spain ... ... ... ... | ... | ... | ... | ... | ... | ... |
| Italy ... ... ... ... | ·02 | 1·32 | ·10 | 03 | ... | ... |
| Austria Hungary... ... ... | ... | ... | ... | ... | ... | ... |
| Bulgaria ... ... ... ... | ·25 | ... | ... | ... | ... | ... |
| Roumania ... ... ... ... | ·28 | ... | ... | ... | ... | ... |
| Gibraltar ... ... ... ... | ... | ... | ... | ... | ... | ·06 |
| Greece ... ... ... ... | ... | ... | ... | ... | ... | ·99 |
| Turkey in Europe ... ... | 1·95 | ... | ... | ... | ... | ·38 |
| Aden and Dependencies... ... | 14 50 | 24·16 | 5·45 | 10·44 | 28·89 | 15·18 |
| Ceylon ... ... ... ... | ·78 | 1·80 | 1·31 | 1·54 | 1·65 | ·78 |
| Straits Settlements including Labuan ... ... ... ... | 45·77 | 44·29 | 45·55 | 84·38 | 20·44 | 86·80 |
| China-Hongkong ... .. | 621·23 | 682·31 | 654·02 | 441·71 | 319·45 | 558·94 |
| China, Shanghai, etc. ... ... | 492·04 | 535·47 | 760·97 | 554·59 | 164·95 | 567·68 |
| Japan ... ... ... ... | ... | ... | ... | ·43 | 1·02 | 12·16 |
| Cyprus .. ... ... .. | ... | ... | ·16 | ·04 | ·10 | ·36 |
| Turkey in Asia ... ... ... | 44·95 | ·77 | 1·82 | 5·52 | 7·31 | 48·69 |
| Arabia-Bahrein, Muscat, etc. ... | 4·92 | 4·56 | 17·24 | 5·81 | 4·04 | 3·06 |
| Persia ... ... ... ... | 17·67 | 25·83 | 54·81 | 24·19 | 11·29 | 31·91 |
| Java ... ... ... ... | ·90 | 7·07 | 10·14 | 5 01 | 6·14 | 2·36 |
| Celebes and other Islands ... | 2·23 | ·42 | ... | ·02 | ... | ... |
| Siam ... ... ... ... | 5·14 | 8·28 | 11·08 | 11·72 | 4·93 | 9·58 |
| Phillippines ... ... ... | ·29 | 14 | ·74 | ·22 | ·30 | ·50 |
| Egypt ... ... ... ... | 15·24 | 56·04 | 70·24 | 72·18 | 47 83 | 70·58 |
| Tripoli ... ... ... ... | 2·17 | ... | ... | ... | ... | ... |
| French Somaliland ... ... | ·87 | ·15 | ·04 | ·07 | ·83 | ·27 |
| Zanzibar and Pemba ... ... | ·42 | ·88 | ·55 | ·23 | ·41 | ·39 |
| East African Protectorate ... | ·19 | ·30 | ·14 | ·09 | ·17 | ·09 |
| Portuguese, German and Italian East Africa ... ... .. | ·67 | ·81 | ·47 | ·26 | ·96 | ·19 |
| Other Countries ... ... | ... | ·12 | ·14 | ·27 | ·19 | ... |
| Total Yarns .. | 1,278·38 | 1,517·32 | 1,658·75 | 1,174·57 | 626·52 | 1,367·69 |
| Value in lakhs of Rupees ... | 603·74 | 656·68 | 777·65 | 723·26 | 707·66 | 1,619·46 |

The Times Press, Bombay.—J. 1836·21.

| | | |

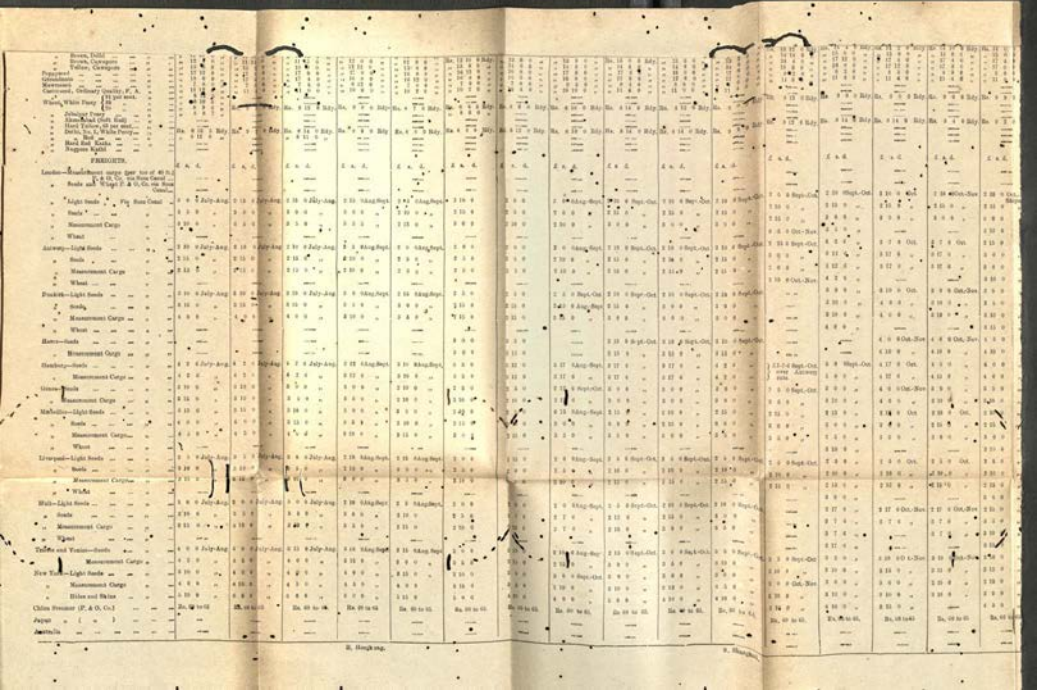
# ittee of the Bombay Chamber of Commerce during the year 1920.

| Week ending 29th March. | Week ending 5th April. | Week ending 12th April. | Week ending 19th April. | Week ending 26th April. | Week ending 3rd May. | Week ending 10th May. | Week ending 17th May. | Week ending 24th May. | Week ending 31st May. | Week ending 7th June. | Week ending 14th June. | Week ending 21st June. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Steady. Rs 3 12/16. | Steady. Rs. 4 1/64. | Steady. Rs. 3 3/64. | Steady. Rs. 3 3/64. | Steady. Rs. 3 1/64. | Steady. Rs. 2, 64. | Steady. Rs. 2/64. | Steady. Rs. 2/64. | Steady. Rs. 1 4. | Steady. Rs. 1 1/64. | Steady. Rs. 1 1/64. | Steady. Rs. Nom. | Steady. Rs. 1/2, |
| Rs. 3 12/16. | Rs. 4 9/16. | Rs. 3 13/16d. | Rs. 3 7/64. | Rs. 3 15/16d. | Rs. 2/64. | Rs. 1/64. | Rs. 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1/64 Nom. | Rs. 9 1/64. |
| Rs. 3 11/16d. | Rs. 4 3/64. | Rs. 3 15/16d. | Rs. 3 6/16d. | Rs. 3 14/16d. | Rs. 1/64. | Rs. 1/64. | Rs. 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1/64. | Rs. 9 1/16d. |
| Rs. 4 8/16. | Rs. 3 62. | Rs. 3 13/16d. | Rs. 3 5/16d. | Rs. 3 13/16d. | Rs. 1/64. | Rs. 1/64. | Rs. 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1/64. | Rs. 10 1/64. |
| Rs. 4 11/16d. | Rs. 64. | Rs. 3 12/16d. | Rs. 3 5/16d. | Rs. 3 12/16d. | Rs. 1/64. | Rs. 1/64. | Rs. 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1/64. | Rs. 10 1/16d. |
| Rs. 4 10/16d. | Rs. 64. | Rs. 3 11/16d. | Rs. 3 4/16d. | Rs. 3 11/16d. | Rs. 1/64. | Rs. 1/64. | Rs. 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1/64. | Rs. 11 1/64. |
| Rs. 4 9/16d. | Rs. 64. | Rs. 3 10/16d. | Rs. 3 3/16d. | Rs. 3 10/16d. | Rs. 1/64. | Rs. 1/64. | Rs. 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1/64. | Rs. 11 1/16d. |
| Rs. 4 8/16d. | Rs. 64. | Rs. 3 9/16d. | Rs. 3 2/16d. | Rs. 3 9/16d. | Rs. 1/64. | Rs. 1/64. | Rs. 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1/64. | Rs. 11 2/16d. |
| Rs. 4 7/16d. | Rs. 64. | Rs. 3 8/16d. | Rs. 3 1/16d. | Rs. 3 8/16d. | Rs. 1/64. | Rs. 1/64. | Rs. 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1/64. | Rs. 11 3/16d. |
| Rs. 4 6/16d. | Rs. 64. | Rs. 3 7/16d. | Rs. 3 1/16d. | Rs. 3 7/16d. | Rs. 1/64. | Rs. 1/64. | Rs. 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1/64. | Rs. 11 4/16d. |
| Rs. 4 5/16d. | Rs. 64. | Rs. 3 6/16d. | Rs. 3 1/16d. | Rs. 3 6/16d. | Rs. 1/64. | Rs. 1/64. | Rs. 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1 1/64. | Rs. 1/64. | Rs. 11 5/16d. |
| 700 Nominal. 700 1/16 " | 700 Nominal. 700 1/16 " | 695 Nominal. 700 1/16 " | 700 Nominal. 700 1/16 " | 700 Nominal. 700 1/16 " | 700 Nom nal. 700 1/16 " | 700 Quite Nom. 700 1/16 " | 700 Quite Nom. 700 1/16 " | 700 Quite Nom. 700 1/16 " | 700 Quite Nom. 700 1/16 " | 700 Quite Nom. 700 1/16 " | 700 Quite Nom. 700 1/16 " | 700 Nom. 700 1/16 " |
| Rs. a. p. 276 8 0 " 276 8 0 " 276 8 0 | Rs. a. p. 286 12 0 " 286 8 0 " 285 8 0 | Rs. a. p. 211 0 0 " 211 0 0 " 206 0 0 | Rs. a. p. 297 0 0 " 293 0 0 " 291 0 0 | Rs. a. p. 291 0 0 " 287 0 0 " 286 0 0 | Rs. a. p. 2.7 0 0 " 2.7 0 0 " 191 0 0 | Rs. a. p. 290 0 0 " 290 0 0 " 288 0 0 | Rs. a. p. 213 0 0 " 290 0 0 " 110 to 115-0-0 Nom. | Rs. a. p. 197 0 0 " 197 0 0 " 197 0 0 | Rs. a. p. 104 0 0 " 104 0 0 " 116 0 0 | Rs. a. p. 105 0 0 " 105 0 0 " 120 0 0 | Rs. a. p. 174 0 0 " 174 0 0 " 174 0 0 | Rs. a. p. 168 0 0 " 168 0 0 " 134 0 0 |
| 23 12 0 | 24 0 0 Mint Gold. | 25 10 0 Nom. | 24 0 0 Mint Gold. | 23 14 0 Mint Gold. | 23 0 0 Mint Gold. | 23 0 0 Mint Gold. | 23 12 0 Mint Gold. | 23 0 0 Mint Gold. | 23 12 0 Mint Gold. | 23 0 0 Nom. | 23 0 0 Nom. | 23 0 0 Nom. |
| 15 7 0 | 15 7 0 | 15 7 0 | 15 7 0 | 15 7 0 | 15 7 0 | 15 7 0 | 15 7 0 | 15 7 0 | 15 7 0 | 15 7 0 | 15 7 0 | 15 7 0 |
| *112 0 0 Nom. *Country Bars. | *112 0 0 Nom. *Country Bars. | *110 10 0 *Country Bars. | *111 0 0 *Country Bars. | *111 0 0 *Country Bars. | *111 0 0 *Country Bars. | *110 0 0 *Country Bars. | *111 0 0 *107 0 0 *Country Bars. | *106 0 0 *99 0 0 *Count y Bars. | *105 0 0 *98 0 0 *Country Bars. | *104 0 0 *97 0 0 *Country Bars. | *99 12 0 *97 0 0 *Country Bars. | *93 0 0 *97 0 0 *Country Bars. | *93 0 0 *97 0 0 *Country Bars. | *92 0 0 *97 0 0 *Country Bars. |
| per cent. | per cent. | per cent. | per cent. | per cent. | per cent. | per cent. | per cent. | per cent. | per cent. | per cent. | per cent. | per cent. | per cent. | per cent. |
| " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| Steady. | Firm. | Very Firm. | Very Firm. | Very Firm. | Firm. | Steady. | Quiet. | Steady. | Quiet. | Steady. | Steady. | Rather Easier. | Steady. | Steady. |
| Rs. 39 0 0 " 49 0 0 Nil. | Rs. 39 0 0 " 49 0 0 Nil. | Rs. 39 0 0 " 49 0 0 Nil. | Rs. 39 0 0 " 49 0 0 Nil. | Rs. 38 0 0 " 48 0 0 Nil. | Rs. 38 0 0 " 48 0 0 Nil. | Rs. 38 0 0 " 48 0 0 Nil. | Rs. 38 0 0 " 48 0 0 Rs. 1,000 Nil. | Rs. 38 0 0 " 48 0 0 Nil. | Rs. 38 0 0 " 48 0 0 Rs. 1,000 Nil. | Rs. 38 4 0 " 48 4 0 Nil. | Rs. 38 4 0 " 48 4 0 Nil. | Rs. 38 0 0 " 48 0 0 Nil. | Rs. 38 0 0 " 48 0 0 Nil. | Rs. 38 4 0 " 48 4 0 Nil. |
| Rs. 2,000 0 0 | Nil. | Nil. | Nil. | Nil. | Nil. | Nil. | Nil. | Nil. | Nil. | Nil. | Nil. | Nil. | Nil. | Rs. 2,000 |
| Steady. | Quiet. | Quiet. | Steady. | Steady. | Quiet. | Quiet. | Quiet. | Quiet. | Quiet. | Quiet. | Quiet. | Quiet. | Quiet. | Dull. |
| Rs. 15 0 0 " 15 0 0 " 7 12 0 " 7 8 0 " 7 4 0 " 6 12 0 " 6 8 0 " 6 4 0 " 6 0 0 " 5 12 0 " 5 8 0 " 5 4 0 " 5 0 0 " 4 12 0 " 4 8 0 " 4 4 0 " 4 0 0 " 3 12 0 " 3 8 0 " 3 4 0 " 3 0 0 " 2 12 0 " 2 8 0 " 2 4 0 " 2 0 0 " 1 12 0 " 1 8 0 " 1 4 0 " 1 0 0 | Rs. 15 0 0 " 15 0 0 " 7 12 0 " 7 8 0 " 7 4 0 " 6 12 0 " 6 8 0 " 6 4 0 " 6 0 0 " 5 12 0 " 5 8 0 " 5 4 0 " 5 0 0 " 4 12 0 " 4 8 0 " 4 4 0 " 4 0 0 " 3 12 0 " 3 8 0 " 3 4 0 " 3 0 0 " 2 12 0 " 2 8 0 " 2 4 0 " 2 0 0 " 1 12 0 " 1 8 0 " 1 4 0 " 1 0 0 | Rs. 15 0 0 " 15 0 0 " 7 12 0 " 7 8 0 " 7 4 0 " 6 12 0 " 6 8 0 " 6 4 0 " 6 0 0 " 5 12 0 " 5 8 0 " 5 4 0 " 5 0 0 " 4 12 0 " 4 8 0 " 4 4 0 " 4 0 0 " 3 12 0 " 3 8 0 " 3 4 0 " 3 0 0 " 2 12 0 " 2 8 0 " 2 4 0 " 2 0 0 " 1 12 0 " 1 8 0 " 1 4 0 " 1 0 0 | Rs. 15 0 0 " 15 0 0 " 7 12 0 " 7 8 0 " 7 4 0 " 6 12 0 " 6 8 0 " 6 4 0 " 6 0 0 " 5 12 0 " 5 8 0 " 5 4 0 " 5 0 0 " 4 12 0 " 4 8 0 " 4 4 0 " 4 0 0 " 3 12 0 " 3 8 0 " 3 4 0 " 3 0 0 " 2 12 0 " 2 8 0 " 2 4 0 " 2 0 0 " 1 12 0 " 1 8 0 " 1 4 0 " 1 0 0 | Rs. 16 16 0 " 16 0 0 " 15 8 0 " 15 0 0 " 14 8 0 " 14 0 0 " 13 8 0 " 13 0 0 " 12 8 0 " 12 0 0 " 11 8 0 " 11 0 0 " 10 8 0 " 10 0 0 " 9 8 0 " 9 0 0 " 8 8 0 " 8 0 0 " 7 8 0 " 7 0 0 " 6 8 0 " 6 0 0 " 5 8 0 " 5 0 0 " 4 8 0 " 4 0 0 " 3 8 0 " 3 0 0 " 2 8 0 " 2 0 0 " 1 8 0 " 1 0 0 | Rs. 16 16 0 " 16 0 0 " 15 8 0 " 15 0 0 " 14 8 0 " 14 0 0 " 13 8 0 " 13 0 0 " 12 8 0 " 12 0 0 " 11 8 0 " 11 0 0 " 10 8 0 " 10 0 0 " 9 8 0 " 9 0 0 " 8 8 0 " 8 0 0 " 7 8 0 " 7 0 0 " 6 8 0 " 6 0 0 " 5 8 0 " 5 0 0 " 4 8 0 " 4 0 0 " 3 8 0 " 3 0 0 " 2 8 0 " 2 0 0 " 1 8 0 " 1 0 0 | Rs. 16 16 0 " 16 0 0 " 15 8 0 " 15 0 0 " 14 8 0 " 14 0 0 " 13 8 0 " 13 0 0 " 12 8 0 " 12 0 0 " 11 8 0 " 11 0 0 " 10 8 0 " 10 0 0 " 9 8 0 " 9 0 0 " 8 8 0 " 8 0 0 " 7 8 0 " 7 0 0 " 6 8 0 " 6 0 0 " 5 8 0 " 5 0 0 " 4 8 0 " 4 0 0 " 3 8 0 " 3 0 0 " 2 8 0 " 2 0 0 " 1 8 0 " 1 0 0 | Rs. 16 16 0 " 16 0 0 " 15 8 0 " 15 0 0 " 14 8 0 " 14 0 0 " 13 8 0 " 13 0 0 " 12 8 0 " 12 0 0 " 11 8 0 " 11 0 0 " 10 8 0 " 10 0 0 " 9 8 0 " 9 0 0 " 8 8 0 " 8 0 0 " 7 8 0 " 7 0 0 " 6 8 0 " 6 0 0 " 5 8 0 " 5 0 0 " 4 8 0 " 4 0 0 " 3 8 0 " 3 0 0 " 2 8 0 " 2 0 0 " 1 8 0 " 1 0 0 | Rs. 16 16 0 " 16 0 0 " 15 8 0 " 15 0 0 " 14 8 0 " 14 0 0 " 13 8 0 " 13 0 0 " 12 8 0 " 12 0 0 " 11 8 0 " 11 0 0 " 10 8 0 " 10 0 0 " 9 8 0 " 9 0 0 " 8 8 0 " 8 0 0 " 7 8 0 " 7 0 0 " 6 8 0 " 6 0 0 " 5 8 0 " 5 0 0 " 4 8 0 " 4 0 0 " 3 8 0 " 3 0 0 " 2 8 0 " 2 0 0 " 1 8 0 " 1 0 0 | Rs. 16 16 0 " 16 0 0 " 15 8 0 " 15 0 0 " 14 8 0 " 14 0 0 " 13 8 0 " 13 0 0 " 12 8 0 " 12 0 0 " 11 8 0 " 11 0 0 " 10 8 0 " 10 0 0 " 9 8 0 " 9 0 0 " 8 8 0 " 8 0 0 " 7 8 0 " 7 0 0 " 6 8 0 " 6 0 0 " 5 8 0 " 5 0 0 " 4 8 0 " 4 0 0 " 3 8 0 " 3 0 0 " 2 8 0 " 2 0 0 " 1 8 0 " 1 0 0 | Rs. 16 16 0 " 16 0 0 " 15 8 0 " 15 0 0 " 14 8 0 " 14 0 0 " 13 8 0 " 13 0 0 " 12 8 0 " 12 0 0 " 11 8 0 " 11 0 0 " 10 8 0 " 10 0 0 " 9 8 0 " 9 0 0 " 8 8 0 " 8 0 0 " 7 8 0 " 7 0 0 " 6 8 0 " 6 0 0 " 5 8 0 " 5 0 0 " 4 8 0 " 4 0 0 " 3 8 0 " 3 0 0 " 2 8 0 " 2 0 0 " 1 8 0 " 1 0 0 |
| Rs. 34-14-0 to 35-0-0 " " | Rs. 34-4-0 to 34-8-0 " " | Rs. 33-4-0 to 34-8-0 " " | Rs. 33-0-0 to 34-0-0 " " | Rs. 33-0-0 to 34-0-0 " " | Rs. 33-0-0 to 34-0-0 " " | Rs. 33-0-0 to 34-0-0 " " | Rs. 33-0-0 to 34-0-0 " " | Rs. 33-0-0 to 34-0-0 " " | Rs. 33-0-0 to 34-0-0 " " | Rs. 33-0-0 to 34-0-0 " " | Rs. 33-0-0 to 34-0-0 " " | Rs. 33-0-0 to 34-0-0 " " | Rs. 33-0-0 to 34-0-0 " " | Rs. 33-0-0 to 34-0-0 " " |
| 34-8-0 " 34-12-0 " | 34 0 0 " 34 4 0 " | 34 4 0 " 34 0 0 " | 33 12 0 " 34 0 0 " | 33 8 0 " 34 0 0 " | 33 8 0 " 34 0 0 " | 33 8 0 " 34 0 0 " | 33 8 0 " 34 0 0 " | 33 8 0 " 34 0 0 " | 33 8 0 " 34 0 0 " | 33 8 0 " 34 0 0 " | 33 8 0 " 34 0 0 " | 33 8 0 " 34 0 0 " | 33 8 0 " 34 0 0 " | 33 8 0 " 34 0 0 " |
| Rs. 28-0-0 to 28-8-0 or Bunder Bdy. | Rs. 28-8-0 to 28-8-0 or. Bunder Bdy. | Rs. 28-8-0 to 28-8-0 or. Bunder Bdy. | Rs. 28-0-0 to 28-0-0 or Bunder Bdy. | Rs. 28-0-0 to 28-0-0 or Bunder Bdy. | Rs. 28-0-0 to 28-0-0 or Bunder Bdy. | Rs. 28-0-0 to 28-0-0 or Bunder Bdy. | Rs. 28-0-0 to 28-0-0 or Bunder Bdy. | Rs. 28-0-0 to 28-0-0 or Bunder Bdy. | Rs. 28-0-0 to 28-0-0 or Bunder Bdy. or Tank Bunder Bdy. | Rs. 28-0-0 to 28-0-0 or. Con on Depot Bdy. | Rs. 28-0-0 to 28-0-0 Bdy. or. Bunder. | Rs. 28-0-0 to 28-0-0 Bdy. or. Bunder. | Rs. 28-0-0 to 28-0-0 Bdy. or. Bunder. | Rs. 28-0-0 to 28-0-0 Bdy. or. Bunder. |
| Opening quotations of 30th March. | Weak. | Steady. | Firm. | Quiet. | Quiet. | Weak. | Firm. | Steady. | Quiet. | Steady. | Firm and advanc. ing. | Quiet. | Firm. | Quiet. Unfavour able week. |
| Rs. 313 March. | Rs. 300 May. | Rs. 310 May. | Rs. 318 May. | Rs. 281 May. | Rs. 290 May. | Rs. 295 May. | Rs. 241 May. | Rs. 225 May. | Rs. 226 May. | Rs. 242 July. | Rs. 235 July. | Rs. 225 July. | Rs. 230 July. | Rs. 226 July. |
| Rs. 304 March. | Rs. 287 May. | Rs. 298 May. | Rs. 305 May. | Rs. 269 May. | Rs. 279 May. | Rs. 329 May. | Rs. 231 May. | Rs. 207 May. | Rs. 216 May. | Rs. 230 July. | Rs. 220 July. | Rs. 210 July. | Rs. 220 July. | Rs. 216 July. |
| Rs. 284 March. | Rs. 267 May. | Rs. 278 May. | Rs. 285 May. | Rs. 249 May. | Rs. 259 May. | Rs. 309 May. | Rs. 211 May. | Rs. 187 May. | Rs. 196 May. | Rs. 210 July. | Rs. 200 July. | Rs. 190 July. | Rs. 200 July. | Rs. 196 July. |
| Rs. 264 March. | Rs. 247 May. | Rs. 258 May. | Rs. 265 May. | Rs. 229 May. | Rs. 239 May. | Rs. 289 May. | Rs. 191 May. | Rs. 167 May. | Rs. 176 May. | Rs. 190 July. | Rs. 180 July. | Rs. 170 July. | Rs. 180 July. | Rs. 176 July. |
| Rs. 244 March. | Rs. 227 May. | Rs. 238 May. | Rs. 245 May. | Rs. 209 May. | Rs. 219 May. | Rs. 269 May. | Rs. 171 May. | Rs. 147 May. | Rs. 156 May. | Rs. 170 July. | Rs. 160 July. | Rs. 150 July. | Rs. 160 July. | Rs. 156 July. |
| Rs. 224 March. | Rs. 207 May. | Rs. 218 May. | Rs. 225 May. | Rs. 189 May. | Rs. 199 May. | Rs. 249 May. | Rs. 151 May. | Rs. 127 May. | Rs. 136 May. | Rs. 150 July. | Rs. 140 July. | Rs. 130 July. | Rs. 140 July. | Rs. 136 July. |
| Rs. 204 March. | Rs. 187 May. | Rs. 198 May. | Rs. 205 May. | Rs. 169 May. | Rs. 179 May. | Rs. 229 May. | Rs. 131 May. | Rs. 107 May. | Rs. 116 May. | Rs. 130 July. | Rs. 120 July. | Rs. 110 July. | Rs. 120 July. | Rs. 116 July. |
| Rs. 184 March. | Rs. 167 May. | Rs. 178 May. | Rs. 185 May. | Rs. 149 May. | Rs. 159 May. | Rs. 209 May. | Rs. 111 May. | Rs. 87 May. | Rs. 96 May. | Rs. 110 July. | Rs. 100 July. | Rs. 90 July. | Rs. 100 July. | Rs. 96 July. |
| Rs. 164 March. | Rs. 147 May. | Rs. 158 May. | Rs. 165 May. | Rs. 129 May. | Rs. 139 May. | Rs. 189 May. | Rs. 91 May. | Rs. 67 May. | Rs. 76 May. | Rs. 90 July. | Rs. 80 July. | Rs. 70 July. | Rs. 80 July. | Rs. 76 July. |
| Rs. 144 March. | Rs. 127 May. | Rs. 138 May. | Rs. 145 May. | Rs. 109 May. | Rs. 119 May. | Rs. 169 May. | Rs. 71 May. | Rs. 47 May. | Rs. 56 May. | Rs. 70 July. | Rs. 60 July. | Rs. 50 July. | Rs. 60 July. | Rs. 56 July. |
| Rs. 124 March. | Rs. 107 May. | Rs. 118 May. | Rs. 125 May. | Rs. 89 May. | Rs. 99 May. | Rs. 149 May. | Rs. 51 May. | Rs. 27 May. | Rs. 36 May. | Rs. 50 July. | Rs. 40 July. | Rs. 30 July. | Rs. 40 July. | Rs. 36 July. |
| Rs. 104 March. | Rs. 87 May. | Rs. 98 May. | Rs. 105 May. | Rs. 69 May. | Rs. 79 May. | Rs. 129 May. | Rs. 31 May. | Rs. 7 May. | Rs. 16 May. | Rs. 30 July. | Rs. 20 July. | Rs. 10 July. | Rs. 20 July. | Rs. 16 July. |
| Rs. 84 March. | Rs. 67 May. | Rs. 78 May. | Rs. 85 May. | Rs. 49 May. | Rs. 59 May. | Rs. 109 May. | Rs. 11 May. | Rs. 13 July. | Rs. 4 July. | Rs. 10 July. | Rs. 0 July. | Rs. 10 July. | Rs. 0 July. | Rs. 4 July. |
| Rs. 64 March. | Rs. 47 May. | Rs. 58 May. | Rs. 65 May. | Rs. 29 May. | Rs. 39 May. | Rs. 89 May. | Rs. 9 July. | Rs. 33 July. | Rs. 24 July. | Rs. 30 July. | Rs. 20 July. | Rs. 30 July. | Rs. 20 July. | Rs. 24 July. |
| Rs. 44 March. | Rs. 27 May. | Rs. 38 May. | Rs. 45 May. | Rs. 9 May. | Rs. 19 May. | Rs. 69 May. | Rs. 29 July. | Rs. 53 July. | Rs. 44 July. | Rs. 50 July. | Rs. 40 July. | Rs. 50 July. | Rs. 40 July. | Rs. 44 July. |
| Rs. 24 March. | Rs. 7 May. | Rs. 18 May. | Rs. 25 May. | Rs. 11 July. | Rs. 1 July. | Rs. 49 July. | Rs. 49 July. | Rs. 73 July. | Rs. 64 July. | Rs. 70 July. | Rs. 60 July. | Rs. 70 July. | Rs. 60 July. | Rs. 64 July. |
| Rs. 484 March. | Rs. 456 April-May. | Rs. 467 April-May. | Rs. 486 April-May. | Rs. 451 April-May. | Rs. 461 April-May. | Rs. 469 April-May. | Rs. 389 April-May. | Rs. 402 April-May. | Rs. 413 April-May. | Rs. 427 July-Aug. | Rs. 414 July-Aug. | Rs. 407 July-Aug. | Rs. 417 July-Aug. | Rs. 413 July-Aug. |

| QUOTATIONS. | Week ending 3rd January. | Week ending 10th January. | Week ending 17th January. | Week ending 24th January. | Week ending 31st January. | Week ending 7th February. | Week ending 14th February. | Week ending 21st February. | Week ending 28th February. | Week ending 6th March. | Week ending 13th March. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXCHANGE.** | Steady. | Steady. | Steady. | Steady. | Steady. | Steady. | Steady. | Steady. | Steady. | Steady. | Steady. |
| On England Bank Bills, Telegraphic Transfer ... | 2s. 3 13/16d. | 2s. 3 15/16d. | 2s. 3 7/8d. | 2s. 3 3/4d. | 2s. 3 7/8d. | 2s. 7 5/16d. to 2s. 8d. | 2s. 7 3/16d. | 2s. 6 15/16d. | 2s. 7d. | 2s. 7 1/16d. | 2s. 7 1/16d. |
| ... ... ... sight... | 2s. 3 7/8d. | 2s. 3 15/16d. | 2s. 3 13/16d. | 2s. 3 13/16d. | 2s. 3 15/16d. | 2s. 7 13/16d. to 2s. 8 1/16d. | 2s. 7 3/8d. | 2s. 7 1/16d. | 2s. 7d. | 2s. 7 1/16d. | 2s. 7 1/16d. |
| ... ... ... 3 months' ... | 2s. 4 1/8d. | 2s. 4 1/8d. | 2s. 4 1/8d. | 2s. 4 1/8d. | 2s. 4 3/16d. | 2s. 8 1/16d. | 2s. 7 15/16d. | 2s. 7 1/16d. | 2s. 7 3/8d. | 2s. 7 1/8d. | 2s. 7 1/8d. |
| First Class Credits ... ... 3 ... ... | 2s. 4 1/8d. | 2s. 4 1/8d. | 2s. 4 1/8d. | 2s. 4 1/8d. | 2s. 4 3/16d. | 2s. 8 1/16d. | 2s. 7 15/16d. | 2s. 7 1/16d. | 2s. 7 3/8d. | 2s. 8 1/8d. | 2s. 8 1/8d. |
| ... ... ... 4 ... ... | 2s. 3 13/16d. | 2s. 4 1/16d. | 2s. 4 1/16d. | 2s. 4 1/16d. | 2s. 4 1/16d. | 2s. 8 1/16d. | 2s. 8 1/16d. | 2s. 8 11/16d. | 2s. 8 7/16d. | 2s. 8 1/2d. | 2s. 8 1/2d. |
| Documents ... ... ... 3 ... ... | 2s. 4 1/16d. | 2s. 4 1/16d. | 2s. 4 1/16d. | 2s. 4 1/16d. | 2s. 4 1/16d. | 2s. 8 1/16d. | 2s. 8 1/16d. | 2s. 8 15/16d. | 2s. 8 7/16d. | 2s. 8 1/2d. | 2s. 8 1/2d. |
| ... ... ... 4 ... ... | 2s. 3 15/16d. | 2s. 3 15/16d. | 2s. 3 15/16d. | 2s. 4 1/16d. | 2s. 4 1/16d. | 2s. 8 1/16d. | 2s. 8 1/16d. | 2s. 8 15/16d. | 2s. 8 7/16d. | 2s. 8 1/16d. | 2s. 8 1/16d. |
| ... ... ... 3 ... ... | 2s. 4 1/16d. | 2s. 4 1/16d. | 2s. 4 1/16d. | 2s. 4 1/16d. | 2s. 4 1/16d. | 2s. 8 1/16d. | 2s. 8 1/16d. | 2s. 8 15/16d. | 2s. 8 7/16d. | 2s. 8 1/16d. | 2s. 8 1/16d. |
| ... ... ... 4 ... ... | 2s. 3 15/16d. | 2s. 3 15/16d. | 2s. 3 15/16d. | 2s. 4 1/16d. | 2s. 4 1/16d. | 2s. 8 1/16d. | 2s. 8 1/16d. | 2s. 8 15/16d. | 2s. 8 7/16d. | 2s. 8 1/16d. | 2s. 8 1/16d. |
| French Francs ... ... ... sight... | 480 | 480 | 480 | 480 | 481 | 480 Nominal | 480 Strictly Nom. | 480 Nominal | 480 Nominal. | 480 Nominal | 480 Nominal |
| ... ... ... 2 months' ... | 490 | 490 | 490 | 490 | 491 | 490 " | 490 " | 490 " | 490 " | 490 " | 490 " |
| On Calcutta Bank Telegraphic Transfer ... | 100 1/16 | 100 1/16 | 100 1/16 | 100 1/16 | 100 1/16 | 100 1/16 | 100 1/16 | 100 1/16 | 100 1/16 | 100 1/16 | 100 1/16 |
| Telegraphic Transfers ... ( per 100 Dollars ) | Rs. a. p. 223 0 0 | Rs. a. p. 226 0 0 | Rs. a. p. 225 8 0 | Rs. a. p. 226 0 0 | Rs. a. p. 226 0 0 | Rs. a. p. 228 0 0 | Rs. a. p. 228 0 0 | Rs. a. p. 228 0 0 | Rs. a. p. 225 8 0 | Rs. a. p. 226 0 0 | Rs. a. p. 225 8 0 |
| ... ... ... ( per 100 Rds. ) | 167 0 0 | 169 0 0 | 168 8 0 | 169 0 0 | 169 0 0 | 171 0 0 | 171 0 0 | 171 0 0 | 169 0 0 | 169 0 0 | 169 0 0 |
| ... ... ... ( per 100 Tens ) | 116 0 0 | 116 0 0 | 116 8 0 | 116 0 0 | 117 0 0 | 119 0 0 | 119 0 0 | 119 0 0 | 116 8 0 | 116 0 0 | 116 0 0 |
| English Bar Gold, 180 touch (per tola) ... ... | 29 12 0 | 29 12 0 | 29 12 0 | 29 12 0 | 29 12 0 | 29 12 0 | 29 12 0 | 29 12 0 | 29 12 0 | 29 12 0 | 29 12 0 |
| Country ... ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Sovereigns ... ... ... ... | 15 0 0 | 15 0 0 | 15 0 0 | 15 0 0 | 15 0 0 | 15 0 0 | 15 0 0 | 15 0 0 | 15 0 0 | 15 0 0 | 15 0 0 |
| Bar Silver ... ... ... ( Ready... | *181 10 0 | *181 10 0 | *181 10 0 | *181 10 0 | *181 10 0 | *182 10 0 | *182 10 0 | *182 10 0 | *182 10 0 | *182 10 0 | *183 0 0 |
| ... ... ... ( Forward. | *180 10 0 *ex. Duty. | *180 10 0 *ex. Duty. | *180 10 0 *ex. Duty. | *180 10 0 *ex. Duty. | *180 10 0 *ex. Duty. | *182 0 0 *ex. Duty. | *182 0 0 *ex. Duty. | *182 0 0 *ex. Duty. | 112 0 0 | 112 0 0 | 113 0 0 |
| **RATES OF DISCOUNT.** | | | | | | | | | | | |
| Bank Rate of Discount on Private Bills, 60 days' sight ... ... ... ... | 7 per cent. | 7 per cent. | 7 per cent. | 7 per cent. | 7 per cent. | 8 per cent. | 9 per cent. | 9 per cent. | 9 per cent. | 8 per cent. | 8½ per cent. |
| Bank Rate of Interest on Demand Loans on Government Securities ... ... ... | 5 " | 5 " | 5 " | 6 " | 6 " | 7 " | 7 " | 7 " | 7 " | 7 " | 7 " |
| Rate of Interest in the Open Market on Government Paper ... ... ... | 4 " | 4 " | 4 " | 4 " | 4 " | 5 " | 6 " | 7 " | 7 " | 6 " | 6 " |
| Money Market... ... ... ... | Steady. | Steady. | Steady. | Steady. | Steady. | Firm. | Very Firm. | Firm. | Steady. | Steady. | Steady. |
| **GOVERNMENT SECURITIES.** | | | | | | | | | | | |
| Turnover-on-half per cent. ... ... | Rs. 63 0 0 | Rs. 66 0 0 | Rs. 69 0 0 | Rs. 66 0 0 | Rs. 66 0 0 | Rs. 66 0 0 | Rs. 70 0 0 | Rs. 70 0 0 | Rs. 70 0 0 | Rs. 70 0 0 | Rs. 70 0 0 |
| Three per cent. ... ... ... | " 50 0 0* | " 50 0 0 | " 50 0 0 | " 50 0 0 | " 50 0 0 | " 50 0 0 | " 49 0 0 | " 49 0 0 | " 49 0 0 | " 49 0 0 | " 49 0 0 |
| Means of Government Paper outstand for London ... | " 200 0 0 | " 1,000 0 0 | " 8,200 0 0 | " 1,000 0 0 | " 1,000 0 0 | " 1,000 0 0 | " Nil. | " 500 0 0 | " 500 0 0 | " 500 0 0 | " 500 0 0 |
| Government Paper outstand from London to Bombay ... ... ... ... | Nil. | Nil. | Nil. | " 7,200 0 0 | Nil. | Rs. 19,000 0 0 | Nil | Nil. | Rs 64,800 0 0 | Nil. | Rs. 1,34,100 0 0 |
| **IMPORTS.** | | | | | | | | | | | |
| Piece-Goods Market ... ... | Firm | Firm | Firm | Steady. | Steady. | Steady. | Quiet but Steady. | Quiet. | Quiet. | Quiet. | Quiet. |
| 7 lbs. 32 to 37½ yds. Grey Shirtings (per piece) | Rs. 15 12 0 | Rs. 16 4 0 | Rs. 16 4 0 | Rs. 16 10 0 | Rs. 16 10 0 | Rs. 16 10 0 | Rs. 16 10 0 | Rs. 16 10 0 | Rs. 16 10 0 | Rs. 16 10 0 | Rs. 16 10 0 |
| 7 lbs. 36 to 37½ to 38 yds. ... ... ... | " 19 0 0 | " 19 12 0 | " 20 4 0 | " 20 4 0 | " 20 4 0 | " 20 4 0 | " 20 4 0 | " 20 4 0 | " 20 4 0 | " 20 4 0 | " 20 4 0 |
| No. 40s, Water Twist (per lb.) ... ... ... | " 2 12 0 | " 2 12 0 | " 2 12 0 | " 2 12 0 | " 2 12 0 | " 2 12 0 | " 2 12 0 | " 2 12 0 | " 2 12 0 | " 2 12 0 | " 2 12 0 |
| No. 80s, ... ... ... ... | " 3 12 0 | " 3 12 0 | " 3 12 0 | " 3 12 0 | " 3 12 0 | " 3 12 0 | " 3 12 0 | " 3 12 0 | " 3 12 0 | " 3 12 0 | " 3 12 0 |
| Copper Braziers (in bundles per cwt.) ... ... | " 106 0 0 | " 106 0 0 | " 104 0 0 | " 104 0 0 | " 104 0 0 | " 104 0 0 | " 106 0 0 | " 106 0 0 | " 105 0 0 | " 54 0 0 | " 55 0 0 |
| Yellow Metal ... ... ... ... | " 104 0 0 | " 104 0 0 | " 104 0 0 | " 104 0 0 | " 104 0 0 | " 104 0 0 | " 106 0 0 | " 106 0 0 | " 105 0 0 | " 54 0 0 | " 55 0 0 |
| Belgian No. 2, Bar Iron (per candy of 784) (for ... | " 180 0 0 | " 180 0 0 | " 180 0 0 | " 160 0 0 | " 160 0 0 | " 160 0 0 | " 130 0 0 | " 130 0 0 | " 130 0 0 | " 130 0 0 | " 130 0 0 |
| Rails Steel ... ... ... ... | " 180 0 0 | " 180 0 0 | " 180 0 0 | " 160 0 0 | " 160 0 0 | " 160 0 0 | " 130 0 0 | " 130 0 0 | " 130 0 0 | " 130 0 0 | " 130 0 0 |
| Swedish Bar Iron ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Sugar, Ordinary Crystals, Best (per cwt. ex Godown) ... ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Mauritius, Ordinary Grains, D to J (per cwt. ex Godown) ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Chinis, Best, Soft, White (per cwt. ex Godown) | Rs. 32-0-0 to 37-4-0 | Rs. 36-0-0 to 36-12-0 | Rs. 36-12-0 to 37-0-0 | Rs. 36-12-0 to 37-0-0 | Rs. 37 0 0 | Rs. 36-12-0 to 37-0-0 | Rs. 36-12-0 to 37-0-0 | Rs. 36-12-0 to 36-8-0 | Rs. 36-4-0 to 36-8-0 | Rs. 36-0-0 to 36-4-0 | Rs. 36-0-0 to 36-4-0 |
| " White Granulated T. M. O. quality (per cwt. ex Godown) ... ... ... | " 36 12 0 | " 37 4 0 | " 37 4 0 | " 37 4 0 | " 37 4 0 | " 37 4 0 | " 37 4 0 | " 37 4 0 | " 36-12-0 | " 36-8-0 | " 36-4-0 |
| " Jaggery (per cwt. ex Godown) ... ... ... | " 36 12 0 | " 37 4 0 | " 37 4 0 | " 37 4 0 | " 37 4 0 | " 37 4 0 | " 37 4 0 | " 37 4 0 | " 36-12-0 | " 36-8-0 | " 36-4-0 |
| Coal, Shaw's Best Steam ... ... (per ton) ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Ordinary ... ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Lawrie's Deshanghai ... ... ( " ) ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " " Jayramdanga ... ... ( " ) ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " " Anthracite ... ... ( " ) ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Natal (St. George's and Dundee) ( " ) ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Davison's West Hartley ... ( " ) ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Cardiff ... ... ... ( " ) ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Deshanghur, Bengal ... ... ( " ) ... | Rs. 29-0-0 to 29-8-0 ex. Bunder Rly. | Rs. 24-0-0 at Cut. ton Depot Rly. Rs. 29-0-0 at Tank Bunder Rly. | Rs. 24-0-0 ex. Cut. ton Depot Rly. Rs. 29-0-0 ex. Tank Bunder Rly. | Rs. 29-0-0 to 30-0-0 ex. Bunder Rly | Rs. 29-0-0 to 32-0-0 ex. Bunder Rly | Rs. 29-0-0 to 32-8-0 ex. Bunder Rly | Rs. 29-0-0 to 32-8-0 ex. Bunder Rly | Rs. 29-0-0 to 32-8-0 ex. Bunder Rly | Rs. 29-0-0 to 32-8-0 ex. Bunder Rly | Rs. 29-0-0 to 29-8-0 ex. Bunder Rly. | Rs. 29-0-0 to 29-8-0 ex. Bunder Rly. |
| " Muir's Navigation ... ( " ) ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Mollin's Navigation Bengal ( " ) ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Sonapore Bengal ... ( " ) ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Bird's Navigation ... ( " ) ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Singarini ... ... ( " ) ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Bengal ... ... ( " ) ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| **EXPORTS.** | | | | | | | | | | | |
| Cotton Market ... ... ... | Quiet. | Steady. | Steady. | Quiet rather Weak. | Firm. | Weak. | Steady. | Weak. | Quiet. | Closed steady tone on 6th March. | Weak. |
| Cotton (Fair-pressed), per candy of 784 lbs.)— H.M. Bengals (Railway Terms) ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " " ( " ) ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| M. G. ... ... ( " ) ... | Fine ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " " ( " ) ... ... | F. G. ... | Rs. 308 Jan. | Rs. 309 Jan. | Rs. 309 Jan. | Rs. 309 Jan. | Rs. 326 March. | Rs. 325 March. | Rs. 326 March. | Rs. 322 March. | Rs. 324 March. | Rs. 309 March. | Rs. 317 March. |
| Sind-Punjab ( " ) ... ... | Fine ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " " ( " ) ... ... | F. G. ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Khandeish ... ... ... ... | Fine ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " " ... ... ... | F. G. ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Dharwargaum—Foulgaum ... | Fine ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " " " " ... | F. G. ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Nagpore and Kamptee ... | Fine ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " " ... ... | F. G. ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Comrawuttee (Description) ... | Fine ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " " ... ... | F. G. ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Akola, Khamgaum, Caranja (Fair staple)... ... | Fine ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " " ... ... | F. G. ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Oomra ... ... ... ... | Fine ... | Rs. 402 Jan. | Rs. 411 Jan. | Rs. 402 Jan. | Rs. 409 Jan. | Rs. 461 March. | Rs. 466 March. | Rs. 459 March. | Rs. 456 March. | Rs. 456 March. | Rs. 480 March. | Rs. 518 May. |
| " " ... ... ... | F. G. ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Broach ... ... ... ... | Fine ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " " ... ... ... | F. G. ... | Rs. 540 April-May | Rs. 556 April-May | Rs. 564 April-May | Rs. 562 April-May | Rs. 562 April-May | Rs. 559 April-May | Rs. 541 April-May | Rs. 540 April-May | Rs. 538 April-May | Rs. 497 April-May | Rs. 493 April-May |

# Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce

| | Week ending 23rd October. | Week ending 30th October. | Week ending 6th November. | Week ending 13th November. | Week ending 20th November. | Week ending 27th November. | Week ending 4th December. | Week ending 11th December. | Week ending 18th December. | Week ending 24th December. |
|---|---|---|---|---|---|---|---|---|---|---|
| | Ready. | Ready. | Ready. | Ready. | Ready. | Ready. | Ready. | Ready | Ready. | Ready. |
| | 1s. 7 1/4d. | 1s. 7 3/8d. | 1s. 8 1/4d. | 1s. 8d. | 1s. 6 2/4d. | 1s. 6 3/8d. | 1s. 8 1/2d. | 1s. 4 7/8d. | 1s. 5d. | 1s. 6d. |
| | 1s. 7 5/16d. | 1s. 7 7/16d. | 1s. 8 5/16d. | 1s. 8 1/16d. | 1s. 6 13/16d. | 1s. 6 7/16d. | 1s. 5 9/16d. | 1s. 4 15/16d. | 1s. 5 1/16d. | 1s. 5 1/16d. |
| | 1s. 7 3/8d.<br>1s. 8 1/4d. | 1s. 7 5/8d.<br>1s. 8 1/4d. | 1s. 8 9/16d.<br>1s. 9 1/2d. | 1s. 8 1/4d<br>1s. 9d. | 1s. 6 15/16d.<br>1s. 7 3/4d. | 1s. 6 11/16d.<br>1s. 7 1/4d. | 1s. 5 11/16d.<br>1s. 6 1/4d. | 1s. 5 1/2d.<br>1s. 5 7/8d. | 1s. 5 1/4d.<br>1s. 5 7/8d. | 1s. 5 5/16d.<br>1s. 5 7/8d. |
| | 1s. 8 7/16d.<br>1s. 8 13/16d.<br>1s. 8 3/8d. | 1s. 8 7/16d.<br>1s. 8 3/4d.<br>1s. 8 7/8d. | 1s. 9 13/16d.<br>1s. 10 1/16d.<br>1s. 9 9/8d. | 1s. 9 3/16d.<br>1s. 9 1/2d.<br>1s. 9 1/8d. | 1s. 7 11/16d.<br>1s. 8 1/4d.<br>1s. 7 7/8d. | 1s. 7 7/16d.<br>1s. 7 13/16d.<br>1s. 7 5/8d. | 1s. 6 3/8d.<br>1s. 6 3/4d.<br>1s. 6 8/8d. | 1s. 6 1/16d.<br>1s. 6 5/16d.<br>1s. 6d. | 1s. 6 1/16d.<br>1s. 6 5/16d.<br>1s. 6d. | 1s. 6 1/16d.<br>1s. 6 5/16d.<br>1s. 6d. |
| | 1s. 8 5/8d.<br>1s. 9d.<br>448 Nominal.<br>463 "<br>100 1/16 " | 1s. 8 9/16d.<br>1s. 8 13/16d.<br>455 Nominal.<br>470 "<br>100 1/16 " | 1s. 9 15/16d.<br>1s. 10 1/4d.<br>469 Nominal.<br>485 "<br>100 1/16 " | 1s. 9 5/16d.<br>1s. 9 11/16d.<br>495<br>510<br>100 1/16 | 1s. 8 1/16d.<br>1s. 8 7/16d.<br>426 Nominal.<br>471 "<br>100 1/16 | 1s. 7 9/16d.<br>1s. 8d.<br>460 Nominal.<br>475 "<br>100 1/16 " | 1s. 6 1/2d.<br>1s. 6 15/16d.<br>434 Nominal.<br>449 "<br>100 1/16 " | 1s. 6 3/16d.<br>1s. 6 9/16d.<br>424 Nominal.<br>438 "<br>100 1/16 " | 1s. 6 3/16d.<br>1s. 6 1/2d.<br>434 Nominal.<br>450 "<br>100 1/16 " | 1s. 6 3/16d.<br>1s. 6 1/2d.<br>435 Nominal.<br>450 "<br>100 1/16 " |
| | Rs. a. p.<br>209 8 0<br>306 8 0<br>170 0 0<br>27 0 0 | Rs. a. p.<br>231 0 0<br>306 0 0<br>170 0 0<br>27 0 0 | Rs. a. p.<br>222 8 0<br>309 0 0<br>161 8 0<br>25 8 0 | Rs. a. p.<br>227 0 0<br>304 0 0<br>163 0 0<br>25 8 0 | Rs. a. p.<br>232 8 0<br>313 0 0<br>171 8 0<br>28 12 0 | Rs. a. p.<br>228 8 0<br>293 8 0<br>175 8 0<br>27 8 0 | Rs. a. p.<br>223 8 0<br>285 8 0<br>185 0 0<br>26 0 0 | Rs. a. p.<br>212 8 0<br>271 8 0<br>190 0 0<br>29 8 0 | Rs. a. p.<br>213 8 0<br>279 0 0<br>186 0 0<br>27 8 0 | Rs. a. p.<br>210 0 0<br>268 8 0<br>182 0 0<br>28 12 0 |
| | 16 15 0 Nom.<br>114 0 0<br>111 0 0 | 17 0 0<br>115 0 0<br>110 0 0 | 16 0 0<br>115 0 0<br>112 0 0 | 16 6 0<br>111 0 0<br>108 0 0 | 16 11 0<br>113 8 0<br>109 8 0 | 17 0 0<br>106 8 0<br>105 8 0 | 17 7 0<br>106 0 0<br>102 0 0 | 18 7 0<br>106 0 0<br>103 0 0<br>Fluctuating and uncertain. | 18 4 0<br>104 0 0<br>97 0 0 | 18 0 0<br>104 0 0<br>97 0 0 |
| | 7 per cent. | 7 per cent. | 7 per cent. | 7½ per cent. | 8 per cent. | 8 per cent. | 8 per cent. | 8 per cent. | 8 per cent. | 8 per cent. |
| | 5 " | 5 " | 6 " | 6 " | " " | 7 " | 7 " | 7 " | 7 " | 7 " |
| | 4 " | 4 " | 5 " | 5 " | 6 " | 6 " | 6 " | 6 " | 6 " | 6 " |
| | Steady. | Steady. | Firm. | Firm. | Firm. | Firm. | Firm. | Steady. | Firm. | Steady. |
| | Rs. 53 0 0<br>" 48 0 0 N m. | Rs. 51-8-0<br>" 42-0-0 Nom. | Rs. 50-0-0<br>" 40-0-0 | Rs. 50-0-0<br>" 40-0-0 | Rs. 50-0-0<br>" 40-0-0 | Rs. 50-0-0<br>" 40-0-0 | Rs. 50 0 0<br>" 40 0 0 | Rs. 50 0 0<br>" 40 0 0 | Rs. 50 8 0<br>" 40 0 0 | Rs. 51 8 0<br>" 41 0 0 |
| | *Nil.* | *Nil.* | *Nil.* | 20,000 | *Nil.* | *Nil.* | *Nil.* | *Nil.* | " 500 0 0 | *Nil.* |
| | *Nil.* | *Nil.* | *Nil.* | 10,000 | *Nil.* | *Nil.* | Rs. 1,50,000 0 0 | *Nil.* | *Nil.* | *Nil.* |
| | Dull. | Dull. | Dull. | Quiet but Steady. | Quiet. | Quiet. | Quiet. | Quiet. | Quiet. | Dull. |
| | Rs. 14 6 0<br>" 17 0 0<br>" 2 4 0<br>" 1 13 0<br>" 79 0 0<br>" 88 0 0<br>" 95 0 0<br>" 95 0 0 | Rs. 14 6 0<br>" 17 0 0<br>" 2 4 0<br>" 1 15 0<br>" 79 0 0<br>" 88 0 0<br>" 100 0 0<br>" 100 0 0 | Rs. 14 6 0<br>" 17 0 0<br>" 2 4 0<br>" 1 14 0<br>" 79 0 0<br>" 88 0 0<br>" 110 0 0<br>" 110 0 0 | Rs. 14 6 0<br>" 17 0 0<br>" 2 6 0<br>" 1 14 0<br>" 80 0 0<br>" 85 8 0<br>" 110 0 0<br>" 110 0 0 | Rs. 14 6 0<br>" 17 0 0<br>" 2 5 0<br>" 1 15 0<br>" 80 0 0<br>" 84 0 0<br>" 100 0 0<br>" 100 0 0 | Rs. 14 0 0<br>" 16 8 0<br>" 2 3 0<br>" 1 15 0<br>" 79 0 0<br>" 83 0 0<br>" 100 0 0<br>" 100 0 0 | Rs. 14 6 0<br>" 16 8 0<br>" 2 4 0<br>" 1 12 0<br>" 77 0 0<br>" 84 0 0<br>" 95 0 0<br>" 95 0 0 | Rs. 14 6 0<br>" 16 8 0<br>" 2 3 0<br>" 1 11 0<br>" 77 0 0<br>" 81 0 0<br>" 92 0 0<br>" 92 0 0 | Rs. 14 6 0<br>" 16 8 0<br>" 2 3 0<br>" 1 11 0<br>" 80 0 0<br>" 81 0 0<br>" 92 0 0<br>" 92 0 0 | Rs. 14 4 0<br>" 16 8 0<br>" 2 1 0<br>" 1 10 0<br>" 80 0 0<br>" 81 0 0<br>" 90 0 0<br>" 90 0 0 |
| | Rs. 42-1-0 to 42-8-0<br>No stock.<br>" 41 0 0<br>" 42 8 0<br>" 42 8 0<br>No stock | Rs. 42-8-0 to 42-12-0<br>" 41 0 0<br>" 42 8 0<br>" 42 8 0 | Rs. 36-8-0 to 36-12-0<br>" 37 0 0<br>" 36 8 0<br>" 36 8 0<br>Not in stock | Rs. 37-8-0 to 37-12-0<br>" 39 0 0<br>" 37 8 0<br>" 37 8 0<br>Not in stock. | Rs. 34-0-0 to 33-8-0<br>" 35 0 0<br>Not in stock.<br>" 35 0 0<br>" 35 0 0<br>Not in stock. | Rs. 35-12-0 to 34-0-0<br>" 36 0 0<br>" 32 8 0<br>" 32 8 0<br>Not in stock. | Rs. 33-12-0 to 34-0-0<br>" 38 0 0<br>" 33 0 0<br>" 33 0 0 | Rs. 31-12-0 to 32-0-0<br>" 40 0 0 N m.<br>No stock.<br>" 31 8 0<br>" 31 8 0<br>No stock | Rs. 28-0-0 to 28 4-0<br>" 38 0 0<br>Not in stock.<br>" 37 12 0<br>" 37 12 0<br>Not in stock. | Rs. 25-0-4 to 25-8-0<br>No stock.<br>" 24 8 0<br>No stock. |
| | Rs. 37-8-0 to 38-0-0 ex. Bundar Rdy. | Rs. 37-0-0 Rdy. | Rs. 37-0-0 Rdy. | Rs. 37-0-0 to 39-0-0 ex. Byculla & Cotton Depot Rdy. | Rs. 35-0-0 to 35-0-0 ex. Cotton Depot Rdy. | Rs. 35-0-0 to 32-0-0 ex. Cotton Depot Rdy. | Rs. 38 0 0 Rdy.<br>Alongside.<br>" 38 0 0 "<br>Alongside.<br>" 38 0 0 "<br>Alongside.<br>" 29 0 0 "<br>Rail delivery. | Rs. 38 0 0 Rdy.<br>Alongside.<br>" 38 0 0 "<br>Alongside.<br>" 38 0 0 "<br>Alongside. | Rs. 38 0 0 Rdy.<br>Alongside.<br>" 38 0 0 "<br>Alongside.<br>" 38 0 0 "<br>Alongside. | Rs. 38 0 0 Rdy.<br>Alongside.<br>" 38 0 0 "<br>Alongside.<br>" 38 0 0 "<br>Alongside. |
| | Quiet. | | | | | | Firm. | Quiet. | Quiet. | Weak. |
| | | | There being no forward contracts no quotations are given. | Trading in new crops hedge contracts not opened yet and therefore no quotations are given. | New crop contracts not opened yet and therefore no quotations are given. | No trading opened yet and therefore no quotations are given. | Rs. 219 Mar. 1921. | Rs. 216 Mar. 1921. | Rs. 217 Mar. 1921. | Rs. 195 Mar. 1921. |
| | | | | | | No trading yet in new crop contracts and therefore no quotations are given. | Rs. 275½ Mar. 1921. | Rs. 269 Mar. 1921. | Rs. 270 Mar. 1921. | Rs. 245 Mar. 1921. |
| | | | | | | | Rs. 338 April-May 1921. | Rs. 335 Mar. 1921. | Rs. 337 April-May 1921. | Rs. 297 April-May 1921. |
| | Rs. 408 Oct. Nom. | | | | | | | | | |
| | Rs. 5 0 0 Rdy.<br>" 19 12 0 Dec.-Jan. | Rs. 5 2 0 Rdy.<br>" 20 0 0 Dec.-Jan. | Rs. 5 2 0 Rdy.<br>" 20 0 0 " | Rs. 5 0 0 Rdy.<br>" 19 4 0 " | Rs. 4 14 0 Rdy.<br>" 18 0 0 " | Rs. 4 10 0 Rdy.<br>" 17 4 0 " | Rs. 4 2 0 Rdy.<br>" 17 8 0 " | Rs. 5 0 0 Rdy.<br>" 18 0 0 " | Rs. 5 8 0 Rdy.<br>" 18 0 0 " | Rs. 4 14 0 Rdy.<br>" 16 8 0 " |
| | Rs. 18 8 0 Rdy.<br>" 17 0 0 "<br>" 16 4 0 " | Rs. 18 0 0 Rdy.<br>" 17 2 0 "<br>" 16 2 0 "<br>" 14 2 0 " | Rs. 18 8 0 Rdy.<br>" 17 8 0 "<br>" 16 8 0 " | Rs. 18 4 0 Rdy.<br>" 17 4 0 "<br>" 16 12 0 " | Rs. 17 4 0 Rdy.<br>" 16 4 0 "<br>" 15 2 0 " | Rs. 16 4 0 Rdy.<br>" 15 8 0 "<br>" 15 4 0 " | Rs. 16 0 0 Rdy.<br>" 14 12 0 "<br>" 15 0 0 " | Rs. 16 0 0 Rdy.<br>" 15 0 0 "<br>" 15 12 0 " | Rs. 15 8 0 Rdy.<br>" 14 8 0 "<br>" 15 12 0 " | Rs. 14 4 0 Rdy.<br>" 13 8 0 "<br>" 15 0 0 " |



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on 01 February, 2020